

The Mining Journal

AND COMMERCIAL GAZETTE.

No. 61.—Vol. III.]

LONDON: SATURDAY, OCTOBER 22, 1836.

[PRICE 6D

MINE SHARES, &c.—For SALE and PURCHASE of MINE, RAILWAY, and BANKING COMPANIES' SHARES, in Devon and Cornwall. Apply to JAMES STAVENS, Share Broker, Plymouth: Offices, 33, Bedford-street. All letters to be post paid.

BRITISH COPPER MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders in this Company will be held at the George and Vulture Tavern, Lombard-street, on Wednesday next, the 26th inst., at One o'clock precisely, to empower the Directors to make the CALL of FIVE SHILLINGS per share, postponed at the Meeting held on the 10th of August last. By order of the Board, NATH. MIDWINTER, Sec.

WHEAL LENOY (North Hill) SILVER, LEAD, COPPER, and GENERAL MINING COMPANY.—The Directors of the above-mentioned Company do hereby give notice, that a FOURTH CALL of TWO SHILLINGS and SIXPENCE on each share be paid to their Secretary, Mr. R. Kingston Frost, of Launceston, on the 24th day of November next, and if default be made in payment thereof on that day, or within thirty days thereafter, the shares will be forfeited to the Company. Launceston, October 15.

HOLMBUSH COPPER MINING COMPANY.—The Directors of this Company hereby give notice, that a CALL of ONE SHILLING per share has been made payable at the Banking-house of Messrs. Vere, Sapte, Banbury, Mospratt, and Co., No. 77, Lombard-street, on or before the 29th of October. The Bankers' Receipt, together with the Scrip Certificates, to be brought to the office of the Company, that the payments may be duly certified. 26, New Broad-street, Sept. 20.

EAST GOSS MOOR MINING COMPANY.—The Shareholders in the above Company are hereby informed, that a CALL of TEN SHILLINGS per share has been determined on, and they are requested to pay the amount on their shares, specifying the numbers respectively, either to the Devon and Cornwall Bank, at St. Austell; or to Mr. C. Row, the Secretary, at Devonport. October 18.

THE GILLEY MINE.—A SPECIAL GENERAL MEETING of the Scrip-holders will be held on Monday, the 24th inst., at 12 o'clock noon, at the Rock Inn, Roche, for the purpose of deciding whether the workings of the Mine shall be proceeded with or otherwise abandoned. Provided the Meeting do terminate on abandoning the Mine, that a SECOND MEETING be held on the day following, at 12 o'clock at noon, at the Queen's Head Inn, St. Austell, to confirm (should a majority of the shareholders present so decide) the resolutions of the preceding Meeting, agreeably to the regulations endorsed on the scrip.—All shares on which the first call of Twenty Shillings per share has not been paid will be declared forfeited at the Meeting on the 24th inst., for the benefit of the Company. CHRISTOPHER ROBINS, Sec.

PENOLDS GOLD MINING ASSOCIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL MEETING of the PROPRIETORS will be held at the North and South American Coffee-house on Monday, the 7th of November, at Two o'clock precisely. Office, 37, New Broad-street, London. GEORGE MORGAN, Sec. Oct. 8, 1836.

OLD MOOR TIN MINING COMPANY.—A GENERAL MEETING of the Shareholders in this Company will be held here on WEDNESDAY, the 2d of NOVEMBER next, at One o'clock precisely, on very special business. By order of the Directors, JOHN W. F. DALTON, Secretary. 46, Lime-street, Oct. 6.

UNITED HILLS MINE COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders will be held at the office of the Company, on Thursday, the 27th inst., at Twelve o'clock precisely, for the purpose of Electing a Shareholder resident in the county of Cornwall as Director in that county. Also for the purpose of Electing two Auditors. By order of the Directors, JAMES SMITH, Secretary. 5, Adam's-court, Broad-street, Oct. 13.

UNITED HILLS MINE COMPANY.—The Directors of this Company hereby give notice, that a DIVIDEND of ONE POUND per share has this day been declared; the payment to commence on Friday, the 28th inst., between the hours of Eleven and Four o'clock, and to be continued on each succeeding Friday during the month of November. The shareholders are required to leave at the office of the Company, on or before the Tuesday, previous to the day of payment, a list of their shares, with the numbers and amount of the same. By order of the Directors, JAMES SMITH, Secretary. 5, Adam's-court, Broad-street, Oct. 13.

KERROW TIN MINING COMPANY.—Notice is hereby given, that the Directors have made a CALL of ONE POUND per share, being the Third Instalment of the capital stock of the Company, due the 27th inst., and payable at the Bankers, Messrs. Lubbock and Co., Mansion House-street, London, on or before that day. By order of the Directors, JOHN W. F. DALTON, Sec.

N.B.—In conformity with the resolutions passed at a General Meeting of the shareholders, held on the 8th September last, notice of which was advertised, by order of the Directors, on the 9th September, all shares upon which the second instalment of One Pound, due on the 30th April, but has not been paid, have been declared forfeited. By order of the Directors, JAMES SMITH, Secretary. 46, Lime-street, Oct. 1.

ROYAL POLBEROU CONSOLS MINING COMPANY.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the shareholders of this Company will be held at the George and Vulture Tavern, St. Michael's-alley, Cornhill, on Monday next, the 24th inst., at Two o'clock precisely, to lay before the shareholders a statement of the affairs of the Company, and for general purposes connected therewith. Shareholders will be required to produce their shares on admission to the meeting. 57, Old Broad-street, Oct. 4. T. V. WILLIAMS, Secretary.

EAST WHEAL STRAWBERRY MINING COMPANY.—Notice is hereby given to the Shareholders in this Company, that the Directors have CALLED for a FURTHER INSTALMENT of £1 per share, payable on or before the 14th day of November next, to Messrs. Vere, Sapte, Banbury, and Co., 77, Lombard-street. All shares on which the above instalment of £1 per share is not paid within one calendar month from the said 14th day of November will be liable to forfeiture, conformable to the conditions endorsed on the scrip certificates. By order of the Directors, HENRY THOMAS, Sec.

N.B.—The Shareholders are requested to bring their scrip certificates to the office of the Company, that the payment of the instalment may be certified thereon. 1, Cushion-court, Old Broad-street, October 12.

HULL and SELBY RAILWAY.—Notice to Shareholders.—The Shareholders are respectfully informed, that they may have the Sealed Certificates for their shares delivered (free of charge), in exchange for the receipts for the scrip certificates, by applying to the undersigned, at Mr. Randall's, 41, Cateaton-street, between the 17th and 22d inst., inclusive. An early application is particularly requested. 41, Cateaton-street, Oct. 15. GEORGE LOCKING, Sec.

LONDON WINE, SPIRIT, & MALT LIQUOR COMPANY.—Capital £300,000, in 6000 shares of £50 each. Deposit £2 per share. Applications for shares to be made on or before Friday next, the 28th inst., addressed to the Secretary, post paid, at the Company's offices, 11, Cateaton-street; or to James Molyneux Taylor, Esq., Solicitor to the Company, 12, Furnival's Inn, Holborn. W. P. HOLLAND, Sec. October 21.

EAST WHEAL BROTHERS MINING COMPANY.—The Directors of the East Wheal Brothers Mining Company hereby give notice, that the CALL of TEN SHILLINGS per share, made on the 20th JANUARY last, has not been paid on the Certificates mentioned at foot, and the parties holding the same are requested forthwith to pay the above Call at the Office of the Company, and to exchange their Certificates for Scrip. 26, New Broad-street, Oct. 3, 1836.

No. of Certificate.	No. of Share.	No. of Certificate.	No. of Share.	No. of Certificate.	No. of Share.
4	151 to 200	85	2174 to 2183	182	2739 to 2743
6	251 to 300	86	2184 to 2193	183	2744 to 2748
12	356 to 400	87	2194 to 2203	184	2749 to 2753
13	401 to 450	88	2204 to 2213	185	2754 to 2758
27	526 to 585	91	2214 to 2223	186	2759 to 2763
24	586 to 625	92	2224 to 2233	187	2764 to 2768
35	626 to 675	93	2234 to 2243	188	2769 to 2773
38	676 to 725	94	2244 to 2253	189	2774 to 2778
39	726 to 775	95	2254 to 2263	190	2779 to 2783
40	776 to 825	96	2264 to 2273	191	2784 to 2788
41	826 to 875	97	2274 to 2283	192	2789 to 2793
42	876 to 925	98	2284 to 2293	193	2794 to 2798
43	926 to 975	99	2294 to 2303	194	2799 to 2803
44	976 to 1025	100	2304 to 2313	195	2804 to 2808
45	1026 to 1075	101	2314 to 2323	196	2809 to 2813
46	1076 to 1125	102	2324 to 2333	197	2814 to 2818
47	1126 to 1175	103	2334 to 2343	198	2819 to 2823
48	1176 to 1225	104	2344 to 2353	199	2824 to 2828
49	1226 to 1275	105	2354 to 2363	200	2829 to 2833
50	1276 to 1325	106	2364 to 2373	201	2834 to 2838
51	1326 to 1375	107	2374 to 2383	202	2839 to 2843
52	1376 to 1425	108	2384 to 2393	203	2844 to 2848
53	1426 to 1475	109	2394 to 2403	204	2849 to 2853
54	1476 to 1525	110	2404 to 2413	205	2854 to 2858
55	1526 to 1575	111	2414 to 2423	206	2859 to 2863
56	1576 to 1625	112	2424 to 2433	207	2864 to 2868
57	1626 to 1675	113	2434 to 2443	208	2869 to 2873
58	1676 to 1725	114	2444 to 2453	209	2874 to 2878
59	1726 to 1775	115	2454 to 2463	210	2879 to 2883
60	1776 to 1825	116	2464 to 2473	211	2884 to 2888
61	1826 to 1875	117	2474 to 2483	212	2889 to 2893
62	1876 to 1925	118	2484 to 2493	213	2894 to 2898
63	1926 to 1975	119	2494 to 2503	214	2899 to 2903
64	1976 to 2025	120	2504 to 2513	215	2904 to 2908
65	2026 to 2075	121	2514 to 2523	216	2909 to 2913
66	2076 to 2125	122	2524 to 2533	217	2914 to 2918
67	2126 to 2175	123	2534 to 2543	218	2919 to 2923
68	2176 to 2225	124	2544 to 2553	219	2924 to 2928
69	2226 to 2275	125	2554 to 2563	220	2929 to 2933
70	2276 to 2325	126	2564 to 2573	221	2934 to 2938
71	2326 to 2375	127	2574 to 2583	222	2939 to 2943
72	2376 to 2425	128	2584 to 2593	223	2944 to 2948
73	2426 to 2475	129	2594 to 2603	224	2949 to 2953
74	2476 to 2525	130	2604 to 2613	225	2954 to 2958
75	2526 to 2575	131	2614 to 2623	226	2959 to 2963
76	2576 to 2625	132	2624 to 2633	227	2964 to 2968
77	2626 to 2675	133	2634 to 2643	228	2969 to 2973
78	2676 to 2725	134	2644 to 2653	229	2974 to 2978
79	2726 to 2775	135	2654 to 2663	230	2979 to 2983
80	2776 to 2825	136	2664 to 2673	231	2984 to 2988
81	2826 to 2875	137	2674 to 2683	232	2989 to 2993
82	2876 to 2925	138	2684 to 2693	233	2994 to 2998
83	2926 to 2975	139	2694 to 2703	234	2999 to 3003
84	2976 to 3025	140	2704 to 2713	235	3004 to 3008

TANFIELD MOOR COLLIERY.—TO BE SOLD, and entered upon on the 1st of January next, all that well-known current going sea-salt COLLIERY, called "FITTS OLD TANFIELD MOOR COLLIERY," together with all its fixed and moveable stock of Machinery, Workshops, Granaries, Stables, and Workmen's Houses, &c. This Colliery is situated in the Chapelry of Tanfield, in the county of Durham, and the Field of Coal is upwards of 1000 acres in extent; it contains several valuable seams of Coal, and the Coals are shipped by the Stanhope and Tyne Railway, on the River Tyne, at South Shields. The Coals are of excellent quality, and bear a high price in the London market. All further particulars may be known by applying to Mr. Buddie, Walls-end, Newcastle-upon-Tyne; and Mr. Benjamin Arkless, who resides on the premises, will show the Colliery. Sealed tenders will be received by Messrs. Richard and Walker, 29, Lincoln's Inn-fields, London; or Mr. Coombs, solicitor, Dorchester, Dorset, till the 31st October next, and the purchaser will be declared on the 1st December following. N.B.—The vendor does not bind himself to accept the highest offer.

STEAM-ENGINE FOR SALE.—TO BE SOLD BY AUCTION, on MONDAY, the 7th November, at Marjorie Colliery, Killeenale, county Tipperary (thirteen miles from Kilkenny, and Connemara, and nine miles from Thurles and Cashel). MADE UPON NEWCOMEN'S PRINCIPLE. Cylinder forty inches diameter, and seven and a half feet long, to admit of six and a half feet stroke; Beam twenty feet, cast iron; parallel motion, fitted with brasses on the inside end, and with side links and friction wheel on the outer end; hand gear, polished, with joints steamed and steel pins; two cast iron cylinders; cold water pump, with injection pipe; nozzles fitted with circular curves; valves of copper and tin composition; the entire weighing about sixteen tons.

Also, the Engine-house, spring beams, pillars, pedestals, and shears. By order, RICHARD PURDY, Secretary. Mining Company of Ireland Office, Dublin, Sept. 20.

WHEELS HENNOCK and CHRISTOWE SILVER, LEAD, COPPER, and MANGANESE MINING COMPANY, near Chudleigh, Devon. Capital £15,000, in 1000 scrips of four shares each, by three instalments of 25s. each. The first instalment payable on appropriation; second on the 1st of May, 1837; the third on the 1st of May, 1838 (if required); and then only after a general Public Meeting of the shareholders regularly convened. From the number of shares already appropriated to parties possessing local knowledge of the undertaking, the number of proprietors will be very limited, thus combining all the advantages of either "scrip" or "book system," avoiding on the one hand the inconvenience of a large unknown proprietary, and on the other the apprehension of demands, the amount or continuance of which are alike uncertain; each shareholder, under any circumstances, being liable only to the extent of the shares which he has in possession.

Applications for remaining shares to be made to Mr. Molyneux, "Cornwall and Devon Mining Office," Exeter; or to Mr. R. Bottrell, the Secretary, at the Company's Office, 3, Bishopsgate-churchyard, London, where full particulars of the prospect of the Mine, and the Monthly Reports may be seen. The Report for September (and all ensuing months) will be found in the usual columns of the *Mining Journal*.—The Prospectuses will be ready in a few days.

EASTERN COUNTIES RAILWAY COMPANY.—Incorporated by Act of Parliament, for making a Railway from London to Norwich and Yarmouth, by Romford, Chelmsford, Colchester, and Ipswich. FIRST CALL OF ONE POUND PER SHARE. Notice is hereby given, that the Directors have, in pursuance of the powers given them by the Act of Incorporation, made a First Call of £1 per Share, payable on or before the 26th of November next. And the several Proprietors of Shares in the Capital Stock of the Company are hereby required to pay the said Call on or before the appointed time, to one or other of the following Banking-houses:—

men by the Act of Incorporation, made a First Call of £1 per Share, payable on or before the 20th of November next. And the several Proprietors of Shares in the Capital Stock of the Company are hereby required to pay the said Call on or before the appointed time, to one or other of the following Banking-houses:—		
The London and Westminster Bank, Throgmorton-street, or any of its Branches	Messrs. Lemon and Co.	Brentford
Messrs. Sparrow and Co.	Chelmsford	
Messrs. Mills and Co.	Colchester	
Messrs. Bacon, Cobbold, and Co.	Ipswich	
Messrs. Alexander and Co.	Ditto	
Messrs. Harveys and Hudsons	Norwich	
The East of England Bank	Yarmouth	
The Liverpool Bank	Liverpool	
The Borough Bank	Ditto	
The Manchester and Liverpool District Bank	Manchester	
The National Provincial Bank	Bath	
The National Provincial Bank	Birmingham	
Messrs. Fryer, Andrews, and Co.	Wimborne	
Messrs. Brodie and Co.	Salisbury	
The Wilts and Dorset Banking Company	Ditto	
The West of England and South Wales District Bank	Bristol	
The West of Scotland Bank	Edinburgh & Glasgow	
Royal Bank of Ireland	Dublin	
By order,		J. C. ROBERTSON, Secretary.
Office, 18, Austin-frs., Oct. 8, 1836.		

LONDON and WESTMINSTER BANK.—The Directors give notice, that sums of money under £1000, whether lodged by parties having current accounts or not, are allowed interest at the rate of 24 per cent. per ann., provided they remain in the Bank, or at any of its Branches, for one month. Sums above £1000 deposited at interest are subject to a special agreement. By order of the Board, JAMES WILLIAM GILBERT, General Manager. 38, Throgmorton-street, Oct. 19.

RUSSIAN RAILWAY FROM ST. PETERSBURGH TO ZARSKO-SOLO AND PAWLOWSK.—Capital—3,000,000 Bank Notes Rubles, in 15,000 Shares of 200 Rubles each (or at a fixed Exchange of £9 sterling), with power reserved to the Directors to issue 2500 additional Shares, if thought expedient. DIRECTORS OF THE COMPANY. His Excellency the Count Alexis Bobrinsky, Chamberlain to his Majesty the Emperor. J. Conrad Pitt, Esq., Merchant, and Consul to the Free Town of Frankfurt on Maine.

Benedict Cramer, Esq., Merchant, and Counselor of Commerce. The Chevalier Franz Anton von Gerstner, who is also directing Engineer. Agent in London—Mr. Christopher Kneff. BANKERS.—Sir James Esdaile and Co.

This Company, which was established on the 21st March of the present year, under the sanction of a special Decree of his Majesty the Emperor of Russia, has for its object the construction of a Railway, which commencing from one of the points of the Fontanka Canal, nearly in the centre of St. Petersburg, and proceeding through Zarsko-Selo to Pawlowsk, terminates in the Imperial Park, into which it penetrates for 1500 yards, and is closed by a splendid building fitted up for public entertainment and amusement.

The whole length of the road is about eighteen English miles, nearly seventeen of which are in a straight line so level, that the extreme rise is only as 1 in 504, and the medium 1 in 1028. Experience has invariably shown, that the largest proportion of revenue has been derived to railways from the transit of passengers; and from an estimate purposely made by Government of the numbers likely to traverse the present road, they are found to be sufficient, making the most liberal allowance for necessary expenses, to yield an annual return of 15 per cent. on the capital invested.

Important concessions have been made to the Company by the Emperor, who is exceedingly desirous to encourage the undertaking. His Majesty has given up for the purposes of the road, the Imperial Artillery grounds and Manufactory of Congreve rockets. The property of the Company is secured, for ten years, from the payment of any taxes or imposts, and full right is given to the Directors to fix the rates for the conveyance either of goods or passengers. The Emperor has further ordered that all Crown-lands on the line shall be granted for the use of the Company, and the permission to carry the road into the Imperial Park of Pawlowsk—one of the most magnificent in Europe—in an additional proof of the interest taken by his Majesty in the success of the design.

The iron rails, chains, locomotive engines, and Carriages required—in the construction whereof advantage has been taken of all the modern improvements—have been contracted for and delivered by some of the first manufacturers in this country, and are allowed to be introduced into Russia duty free.

The locomotives have been constructed on a new plan, and are furnished with an apparatus for the removal by their means of such snow or frozen dirt, as may at times have accumulated on the Railway.

The embankments are already finished, and the whole line will be completed and opened to the public in October, a rapidity that could not have been attained, except by the extraordinary facilities given by the Emperor to the operations of the Company.

All the Shareholders, whether in Russia or elsewhere, are to enjoy equal rights, and are guaranteed from any responsibility beyond the nominal value of their Shares.

The success of other companies, established in Russia, under the patronage of the Government, has been very remarkable. The Shares of the first Fire Assurance Company have risen, between its formation in 1826 and the 14th July of this year, from 200 rubles to £250. Those of another Fire Assurance Company advanced, on the day of their issue, from 200 to 400 rubles; and shares in the St. Petersburg and Luback Navigation Company have in four years increased in value from 500 rubles, the original amount of a share, to 675. The cause of this steady improvement is, that the Russian Government refuses its sanction to any project of which it has not, by careful investigation, ascertained the sound basis, and the just expectations of success.

The greater part of the Shares have been subscribed for in St. Petersburg. A few only have been appropriated to Germany, and a small proportion for capitalists in London, where they may be procured by application to Mr. Christopher Kneff, a Millner-street, the authorized Agent of the Company, who will furnish Prospectuses, with full details, to persons desirous of embarking in this undertaking. Prospectuses may be obtained at Mr. Edwards Henslow's, 24, Finch-lane, and Mr. Thomas Barber's, Share Broker, Hargrave's-buildings, Liverpool.

BRAZILIAN COAST STEAM NAVIGATION COMPANY. Capital £80,000.

To be issued in Bonds, bearing an interest of 20 per cent., derivable from the Brazilian Government, and secured under contract for the conveyance of their Mails. The profits arising from the Coasting Trade, Passengers, &c., and estimated at £12,500, to be further divided as a bonus. No bond to be issued for a less sum than £5.

The interest on the bonds will be made payable to bearer, and to protect the original subscribers from any liability, all letters of application will be returned on the appropriation of the stock.

This Company is formed on a contract made with the Brazilian Government, by which the sum of £16,000 per annum, payable monthly, is secured to the Company for fifteen years, for conveying by steam vessels the mails from Rio de Janeiro, to the five principal ports north as far as Para, and back to Rio.

Every right of nationality is ceded to the vessels of the Company, and all the benefits arising from the conveyance of passengers and goods along the whole line of coast, are reserved to them also, with a pre-emption over Brazilian trading vessels in loading and unloading in port.

A certain portion of the stock of the Company being retained for parties in Liverpool and Manchester, applicants in London, to ensure a preference, are desired to pay into the banking-house of Messrs. Barnett, Hoare, and Co., such sum as they may desire to invest, and to state in their letter of application their holding done so.

A direction to be hereafter chosen from bond-holders in London and Liverpool, and applications for the stock to be made (post paid) to Mr. R. E. Little, a Spread Eagle-court, where prospectuses, detailing fully the objects and advantages of the Company, may be obtained.

SOUTH-EASTERN RAILWAY COMPANY.—Notice is hereby given, in pursuance of the provisions contained in the Act of Parliament, that the FIRST GENERAL MEETING of this Company will be held at the OFFICE of the COMPANY, 10, Coleman-street, London, on THURSDAY, the 10th day of NOVEMBER next, at One o'clock in the afternoon precisely.

No person claiming to be a Proprietor will be entitled to vote at such Meeting, unless he has been registered as a Proprietor in the books of the Company. All persons, therefore, holding Scrip Certificates, or Bankers' Deposit Receipts, are required, on or before the 31st day of October next, to transmit such Certificates or Deposit Receipts, together with a claim for registration, according to the annexed form, free of expense, to the Secretary, who will give a receipt accordingly. On and after Thursday, the 20th day of September instant, Certificates of Shares under the Common Seal of the Company will be ready for delivery to Proprietors, who will be required to leave their Scrip Certificates one clear day for examination. P. S. L. GREENFELD, Chairman. J. S. YEATS, Secretary.

Railway Office, Sept. 23. FORM OF CLAIM. Sir, I hereby give you notice that I claim to be registered as Proprietor of Shares in the South-Eastern Railway Company, being the holder of Certificates numbered _____, and forwarded to you herewith.

Name at full length _____ Address _____ Designation or profession _____ J. S. Yeats, Esq.

In consequence of their Chief Engineer, Mr. Cubitt, being engaged on Government business in Ireland, which will prevent his attending the General Meeting advertised for the 20th of October, the Directors have deemed it advisable to postpone the same until THURSDAY, the 10th of November next. Claims for registration will therefore be received until the 31st day of October next. By order of the Board, J. S. YEATS, Secretary. Railway Office, Sept. 23.

SOUTH-EASTERN BRIGHTON, LEWES, & NEWHAVEN RAILWAY. Capital £1,300,000, in Shares of £50 each. Deposit £3 per Share.

PROVISIONAL COMMITTEE.	
L. A. Burton, Esq., London.	E. Graham, Esq., the Hall, Worth.
John Bagshaw, Esq., M.P.	Edmund Halswell, Esq., London.
George Beauchere, Esq., London.	Colonel Hodgson, Tunbridge-wells.
Thomas Blake, Esq., London.	H. Leggett, Esq., Oak-field, Worth.
Robert Willis Blencowe, Esq., the Hooks, Chelmsford.	The Hon. Captain Maude, R.N.
Sir Charles Blunt, Bart., M.P.	Captain Fringio, R.E.
Francis Scawen Blunt, Esq., Crabtree, Worth.	The Hon. Gen. St. John, Chislehurst.
George Norradale, Esq., London.	John Shewell, Esq., London.
James Burton, Esq., St. Leonard's-on-Sea.	Henry Shirley, Esq., Popham Park, East Grinstead.
Captain Cole, Newhaven.	Sir Francis Shuckburgh, Bart.
H. C. Dakynne, Esq., London.	Lieut. Colonel Spink, London.
Colonel Davies, Danc-hill, East Grinstead.	E. Stuart, Esq., Tunbridge-wells.
H. C. M. Dyer, Esq., London.	Rees G. Thomas, Esq., London.
Howard Elphinstone, Esq., M.P.	G. T. Thomas, Esq., London.
Lieut. Colonel Fanshawe, R.E.	The Hon. Gen. Trevor, Glydehouse, Lewes.
Barwood Godlee, Esq., Lewes.	Robert Trotter, Esq., Burde-hill, Cuck-field.

With power to add to their number. ENGINEER—W. A. Preece, Esq. CONSULTING ENGINEER—W. Cubitt, Esq., F.R.S. BANKERS—Messrs. Esdaile and Co. SOLICITORS—Messrs. Clayton and Messrs. Currie and Woodgate. SECRETARY—J. S. Yeats, Esq.

The plan of the South-Eastern Railway Company, as originally projected, combined in one undertaking two great lines, to Brighton and Dover, but in consequence of the rivalry of other competing lines to Brighton, and the heavy expense attending a severe Parliamentary contest, it was considered undesirable to involve the Dover line in an opposition which was anticipated to that in Brighton, and, therefore, that part of their project was suspended.

An Act for the South-Eastern Dover line having been obtained, the present Company is formed for the purpose of carrying through the Brighton line, with the advantage of having upwards of twenty miles out of fifty already sanctioned by Parliament, one of the principal objects of the Legislature being to encourage as much as possible a junction of railways where practicable, and thereby prevent unnecessary intersection of the country.

The distance from London to Brighton will be under fifty miles. The line will be direct and nearly straight, and will not prejudicially affect any ornamental property, and the gradients will in no case exceed twenty feet per mile.

The South-Eastern Railway Company, in order to meet the wishes of the public, by lessening as much as possible the length of tunnels, and

ALLIANCE GAS COMPANY.—The Engineer and Architect of the Company have great satisfaction in referring to the state of the lights supplied from the Works during the heavy gale of wind last night. The supply of Gas was abundant, and the Flame uniform and steady, unaltered by any flickering or fluctuation; and the Public may be assured that from the improved apparatus used, any storm of wind, however violent, will not affect the Company's Gas Lights throughout the City.
Dublin, Thursday, October 13.

ANTI DRY-ROT COMPANY.—KYAN'S PATENT FOR THE PRESERVATION OF ALL TIMBERS, CANVAS, AND CORDAGE, FROM DRY-ROT, MILDEW, AND DECAY.
Notice is hereby given, that the LAST INSTALLMENT of £5 per Share, previously advertised to be paid on the 1st of NOVEMBER next, will not be required before the 1st of FEBRUARY, 1867, on or before which day it is requested to be paid into the Banking-house of Messrs. Vere, Baple, and Co., 77, Lombard-street, previous to the General Meeting of the Shareholders, to be convened for the purposes of Regulation, No. 8, as printed at the back of the Shares.
2, Lime-street-square, CHARLES TERRY, Secretary.
October 17.

TO THE TIMBER TRADE.—ANTI DRY ROT COMPANY.
KYAN'S PATENT, for the Preservation of Timber, Canvas, Cordage, &c., from Dry Rot, Mildew, and Decay.
The Timber Trade are respectfully informed, that by permission of the Board of Customs, and pursuant to an arrangement with the West India Dock Company, timber may now be removed from the bonding yards and prepared at the Banks of the Anti-Dry Rot Company, South Dock, West India Docks. This arrangement will at once enable the Trade to meet orders for exportation or home consumption with the greatest promptitude; and it will only be necessary for the holders of wood goods to address their orders to the West India Dock Company, who will deliver them at the tanks, and receive them back again, and repile them; the expense of removal, preparing the goods, and repiling, to be paid on delivery.
The Directors of the Anti Dry Rot Company pledge themselves that every possible attention shall be paid to the proper preparation of timber; and they feel it incumbent on them to call the attention of the Trade to the important fact, that after undergoing the process the goods may remain any length of time, either in pile or stacked, perfectly secure from decay.
2, Lime-street-square, Oct. 19.

ANTI DRY-ROT COMPANY.—KYAN'S PATENT.—For the Preservation of all Timbers, Canvas, and Cordage from Dry-Rot, Mildew, and Decay.—Constituted by Act of Parliament.
The Directors of this Company inform the public that Tanks on an extensive scale are now established at the following stations in London, where every facility is afforded to Ship-builders, Timber-merchants, Builders, Carpenters, &c., for the Preparation and Seasoning Timber, Deals, and all descriptions of Wood, according to the Patent process.
The Trade and others may be accommodated with the use of Saw-pits on the Company's own ground at either of the London Stations, for the purpose of converting timber of large dimensions into scantlings, &c., thus combining the advantage of a more speedy completion of the process, and a saving of additional expense of cartage, &c.
Principal Station—South Dock, West India Docks. Branch Stations—Grosvener Basin, Pimlico; Canal Basin, No. 4, Wharf, City-road; Grand Surrey Canal Dock, Rotherhithe.
Canvas, &c. for Sails, Rickcloths, Awnings, Tents, &c., will be prepared if sent to either of the above stations.
The Directors will grant licenses to Ship-builders, Timber-merchants, &c., for Tanks on their own premises.
Prepared timber can be obtained, or timber can be submitted to the Patent process, at the premises of Messrs. Cubitt, Gray's Inn-road; Messrs. Grissell and Peto, York-road; Messrs. Baker and Son, Stangate-wharf, Lambeth; to whom licenses have been granted by the Company.
Terms of licenses and further particulars may be obtained of the Secretary, at 2, Lime-street-square, Leadenhall-street.

SOUTH BRITISH COTTON MANUFACTURING COMPANY.—Notice is hereby given, that the SCIP RECEIPTS of the above Company will in future be engraved upon the back, instead of being plain, as heretofore. The same are now ready to be exchanged for the plain ones, at the Company's Office, No. 6, John-street, Adelphi; or No. 10, Adam-street, Adelphi, to which premises the Company are removing.
J. WHITAKER, Solicitor, 7, Furnival's Inn, Holborn.
Oct. 10, 1836.

SOUTH BRITISH COTTON MANUFACTURING COMPANY.—Notice is hereby given, that Mr. LUKE SYKES, late Superintendent of the Works of the said Company, is no longer in their service, or empowered in any way to act in their behalf.

SOUTH BRITISH COTTON MANUFACTURING COMPANY.—Notice is hereby given, that application is intended to be made, in the ensuing Session of Parliament, for leave to bring in a Bill to obtain an Act for establishing a Joint Stock Company, to be called "The South British Cotton Manufacturing Company," for spinning Cotton Twist and Yarn, and for the Manufacture of Power-loom Shirtings and Calicoes, with power to erect Mills and Machinery in eligible situations, and to carry on the business of Spinners and Power-loom Manufacturers.
J. WHITAKER, Solicitor for the Bill, 7, Furnival's Inn.
Oct. 10, 1836.

THE SANDWICH DOCK AND DIRECT KENTISH RAILWAY COMPANY.
At a MEETING at the London Coffee-house, Ludgate-hill, held on Tuesday, the 10th day of October, 1836, pursuant to public notice.
Present, Sir Thomas Troubridge, Bart., M.P. In the Chair, Sir James Cockburn, Samuel Grove Price, Esq., M.P., Benjamin Wood, Esq., and several other influential gentlemen, with deputations from Maidstone, Sandwich, Gravesend, and other towns on the line.
It was resolved, "That it is the opinion of this meeting that a Harbour at Sandwich, for all purposes of refuge and commerce, with Docks, is most desirable, and that it appears to them that the line of Railway through the centre of the county of Kent, proposed by Mr. Candy to connect this harbour with London, is the best that has been yet before the public."
"That the following gentlemen do constitute the Committee for carrying the plan into execution, with power to add to their numbers:—Sir Edward Owen, K.C.B., the Right Hon. Sir George Cockburn, Bart., G.C.B., Sir James Cockburn, G.C.B., Henry Kingscote, Esq., Sir Thomas Troubridge, Bart., M.P., Samuel Grove Price, Esq., M.P., Henry Amisick, Esq., H.N., J. Capel, Esq., J. Campbell, Esq., Warwick Weston, Esq., John Williams, Esq., Benjamin Wood, Esq., T. D. Stewart, Esq., &c."
"That the thanks of this meeting be given to Sir Thomas Troubridge for his conduct in the Chair."
Office of the Company, 27, Bucklersbury.

HERTFORDSHIRE COTTON MILLS.
Capital £100,000, in shares of £10 each.
Deposit 5s. per share.
PROVISIONAL COMMITTEE.
Charles Davison, Esq. | Lieut.-Col. Morrison.
Henry G. Goldney, Esq. | W. G. Morris, Esq.
With power to add to their number.
The advantages that this county has for the introduction of Cotton Mills, when the present seat of its locality is daily showing the want of means adequate to its growing prosperity, has induced the formation of the present Company.
The towns of Rickmansworth, Watford, Hemel Hempstead, Berkhamstead, the Birminghams, and, from the plentiful supply of good water, for the purposes of steam-power in the thoroughfare to the seat of manufacture, Manchester, and also to London, this county must, at no distant period, become the Manchester of the south of England; the population are now very badly employed, particularly the youthful portion, who are more easily initiated, and better adapted for the Cotton Trade.
The object of this Company is to establish Mills for the purpose of Spinning Cotton Twist and Yarn, for the manufacture of shirtings and calicoes by steam-power.
The Company will have the advantage of the latest improvements in machinery, which of itself is of vast importance over many of the old mills.
An Act of Parliament will be applied for to establish this Company under the title of the "Hertfordshire Cotton Mill Company," and limiting the liability of each subscriber to his respective shares, and authorising the Directors to increase their capital, should they deem fit to do so, and to take advantage of other eligible situations in other counties south of the Trent.
The Company will be conducted by a Board of Directors, and a Superintendent and Manager, who is to be the present proprietor.
A Deposit of Five Shillings per share to be paid on the shares being allotted, the residue in such portions and at such periods as the Directors shall think fit; no call to exceed Ten Shillings per share, of which public notice shall be given of at least twenty-one days; and should any such call remain unpaid at that period, the Company shall have the power of declaring them forfeited, and applying the proceeds to their funds.
To those not acquainted with the Cotton Trade, it is from official returns shown that the consumption of raw cotton in 1829 was 123,646,000 pounds, and in 1832 it had reached to 250,281,000 pounds; it is still increasing, and very large fortunes are still being made by it.
Applications for shares to be made, post paid, to Mr. J. G. Lander, 8, Gray's Inn-square, London; Mr. A. Cook, 15, Old Broad-street, Bath; Mr. James Harrison, 65, New-street, Birmingham; Mr. George Gokhamith, Lecture-house, Watford; the Bucks Gazette-office, Aylesbury; Mr. Joseph Maunders, Weymouth; Mr. W. H. Land, share-broker, Bristol; Mr. Henry Barker, solicitor, Manchester; Mr. Robert Anderson, solicitor, Wigan; or to Mr. King, share-broker, Liverpool.
Just published, handsomely mounted on canvas and rollers, price 60s., with letter-press description.

THE MINER'S GUIDE; a Chart of the principal Mines of Coal, Ironstone, and Limestone, in the counties of Stafford, Salop, Warwick, and Durham, showing the thickness and quality of each successive stratum, with copious Geological and Topographical Descriptions.
By THOMAS SMITH.
Mine and Land Agent, Sandyside, Sedgley.

This work exhibits a complete View of the Stratification of the Coal and Ironstone in the above counties, with full statements of the cost of making the ores available. It contains also an account of the most approved modes of working, and is interspersed with numerous important geological facts and observations, collected during the course of a life spent in active employment connected with Mining operations. London: CHARLES TILLY, Fleet-street.

RIO DOCE COMPANY.

In our columns of this day will be found a brief report of the proceedings of a meeting of this company, held on Thursday last. Our object here is briefly to notice two pamphlets which have been circulated, the one entitled "Remarks upon the Character and Purposes of the Rio Doce Company," by Mr. J. J. Sturz; the other, the "Rio Doce Charters," giving copies of the one rejected and the other approved. Our limits will not admit, on the present occasion, of entering fully into the subject, or the merits of the undertaking, and we must, therefore, content ourselves with some brief extracts. Mr. Sturz very properly observes that—

The chief points for consideration, when about to avail ourselves of a navigation such as this, appear to be the following:—
1. The necessity to the public of such an opening.
2. The apprehension of competition from such as may be created by others, of a similar character.
3. The possibility of competition from the already existing means of transport.
4. The probable return to be expected for freight and passengers.
5. The security which the public effecting such improvements may have of being allowed to exercise their own judgment and will, in making them or leaving them undone, in putting the price on their labour and outlays, and of being allowed sufficient time for their recovery.

After advertizing to the bright prospects which the undertaking holds out, Mr. S. thus proceeds—

The shareholder will naturally ask, what progress has been thus far made; and what value or recompense has been obtained for that part of the first instalment which has been spent?

The progress made is—
1. The acquisition of a charter of immense importance, giving all desirable and all possible security for the maintenance and protection of the ample rights it conveys, and of the property to be created under it.
2. The knowledge of the river in its worst state, viz. at the very end of an extraordinarily dry season, after five months' entire absence of rain.

The substantial property of this Company is—

1. The right of the coasting-trade, not only by steam, but also by sailing-vessels, as well as the exclusive right, for forty years (which will be eighty, if the Company's rights are not redeemed after the lapse of forty years), of steam navigation on the river Doce and all its tributaries, which so peculiarly call for this kind of conveyance, as well as the exclusive right of navigating from Rio and Bahia direct to the river.
2. The unfettered right of establishing and levying tolls over an immense extent of interior navigation, as already set forth.
3. An extent of nearly 200,000 acres of land of the finest description, worth of itself, even now, more than the whole sum laid out by this Company; and which, on the first demonstration of operations by this Company, will acquire a value infinitely increased. From this land alone the Company may realise a considerable revenue, even so early as in the second or third year; as it will be in its own power to centralise the population in such situations as, from its fore-knowledge of the direction and nature of improvements in land and water transport, may be deemed most conducive to its interests. By following the plan of North American land-speculators, in laying out villages and towns, and selling building-lots to settlers, it may, in a short time, call together a very great number of productive inhabitants. Its success herein will be the greater, as such a proceeding as this is entirely novel in Brazil, where, from the present tenure of lands, the small man, or cottager, can very rarely acquire an independent piece of ground on which to build and settle, except by purchase, as all the large land-proprietors are but like the inclined to sell small lots, preferring to keep all people who surround them in state of dependence, which, though prudent, yet capricious and precarious, no free man will continue in, when he sees a remedy for it. The inducement to settle on the Company's lands will, moreover, be greatly increased by the striking advantages of good roads, a commercial position for the settler's produce, and a call for his labour at recompensing terms, and particularly for cash, which now he cannot get.

4. Another valuable property of the Company is the magnificent timber with which these lands are covered, amongst which are rosewood and zebra-wood in abundance; teak of all desirable kinds; and, in fact, every species to substitute almost any kind in the world, with the exception of mahogany, ebony, and sandal. The floating down of this timber, in the rough state, at a very inconsiderable expense, can be effected before any improvements on the river are begun, for full 150 miles on its course, to saw-mills, or to points of exportation. Nor can the uncommon profitability of this trade be questioned, when we consider that the ports of Bahia and Rio alone, between which this river is absolutely central, are capable of consuming annually the value of above £100,000 for timber, but which receive at present the almost entire supply for their carpentry and ship-building from the United States and the Baltic.

A large return may also be derived from one or more well-directed saw-mills near the river, occupied in reducing chosen and valuable timber into appropriate sizes for all domestic purposes; especially when we take into consideration that though these two ports alone consume from sixteen to nineteen full cargoes of planks, scantlings, &c. from the North of Europe or America, on which there is a high duty, yet still, Rio itself employs at least 450 sawyers constantly, and as many, or more, joiners and cabinet-makers; an immense amount of foreign cabinet-work is also here disposed of, which is frequently veneered with the same wood as that of which the hulls of the ships and the frames of the houses are constructed. Neither is bark for tanning to be overlooked as an immediate source of return, for from it no trifling revenue may be drawn; and it may be particularly convenient, together with choice blocks of rose and zebra-wood, as a return freight for vessels which have carried out emigrants.

5. The right of mining, on equal terms with the Brazilian citizen himself, over a district perhaps the most promising and unexplored in that country, in every part of which, where population has yet advanced into the forest, new gold mines have constantly been discovered, as at Maturero, Cuithe, Candonga, Sessui, Castello; and which abound in iron and limestone, in cobalt, slate, talc, and pyrites, with indications of most other useful metals.

The charters rejected and approved show that many propositions or clauses in the original could not be assented to, while in the amended one terms highly advantageous have been acquired. We may return to this subject when furnishing the report of the directors, which we purpose doing next week.

COLLIERIES AND RAILWAYS.—We with pleasure record this week the successful "winning" of two collieries, in the county of Durham; the one belonging to the Durham County Coal Company, the other being that of the Coxhoe Colliery, near Durham. The proprietors of these collieries, which are contiguous to the Clarence Railway, on which line the coal is carried, and which, as we are informed, are likely to yield an increased revenue to that undertaking of from 6000l. to 7000l. per annum, celebrated the event in a truly English style, by dining together during the past week. Leaving to others, however, to report the delicacies of the season which were prepared on the occasion, and the loyal and local toasts, with the introductory speeches and return of thanks to our contemporaries, we shall merely direct our attention to the collieries themselves. At the Evenwood Colliery, belonging to the Durham County Coal Company, they have, it appears, reached the main coal, at a depth of seventy fathoms, the engines, machinery, and other works erected for the working of the colliery, being on an extensive scale, and equal to raise to bank 200,000 tons annually. The Gordon Colliery, also belonging to this company, may be said to be now in full work. The meeting of the principal proprietors of the Coxhoe Colliery, which is on the line of the Clarence Railway, elicited from Mr. Wilkinson the statement, that the revenue of the port of Stockton had, in the memory of many present, increased from 6000l. to 60,000l. per annum. The winning of these two collieries tells well for the Clarence Railway; and we cannot doubt but this as well as many other railways, possessing local advantages or main lines, having branches to populous manufacturing or mining districts will, in the end, amply repay the proprietors for the capital advanced.

HIGH-PRESSURE STEAM-ENGINE.—There has lately been set to work at the Tygwin mine one of the largest high-pressure engines ever erected in this country. Its cylinder is above fifty inches diameter with a nine feet stroke. The ponderous main beam itself is fifteen tons weight, with three others, one of which is six tons, drawing sixty yards horizontal rods, to the end of which is another beam, five tons, drawing thirty yards perpendicular, to which there is another beam of four tons, drawing fifty yards on the diagonal, twenty-four degrees off the horizontal. The boxes drawn are 1-17 inches, 1-104 inches, and 1-74 inches diameter. So complete were the arrangements of this stupendous piece of machinery, under the skilful management of Mr. Godfrey, that the engine was set to work late on Saturday evening, the 27th August, when, after a few minutes trial, it was stopped till the Monday morning following. It was then re-started with fifteen strokes a minute, the piston travelling at the unparalleled velocity of 270 feet per minute. It is but justice to say that this reflects the highest credit on the character of Mr. Godfrey, whose talents as an engineer are well known in this and the adjoining counties. The ore of this mine is the richest now rose in England; some of it produces thirty-five per cent.; but the mine averages from twenty-two to twenty-four per cent. There is also another elegant engine, but of smaller size than the above, at the now rich mine, known by the name of the Old Work, belonging to the Messrs. Worthingtons; and there are also several other spirited adventures, which are very promising, so that altogether Llandudno may well deserve the name of a spirited and an enterprising little village, and not unworthy of notice.—*Carmarthen and Denbigh Herald.*

FIRE-DAMP.—An explosion of fire-damp took place a few days ago in a coal-pit at Shilden, by which a man, named Joseph Smith, was severely burnt on his hands, face, and breast; no one else was hurt. The sufferer had but just gone into the pit, and was claying a vent-hole, when his candle touched a stone, and the explosion immediately took place. He walked to the dispensary, where he is now doing well.—*Halifax Guardian.*

IRISH MINING OPERATIONS.

(Continued from No. 58.)

Before proceeding with my description of Irish mining operations, I beg to offer a few remarks on the system pursued in this country prior to the last fifteen or twenty years, being induced to do so from reading the interesting communication of one of your correspondents in the *Journal* of the 1st inst., and join with him in the expectation that some others of your readers will ere long furnish similar descriptions of the working of mines in Scotland, Wales, and the Isle of Man, which cannot fail to be useful and valuable to great numbers of persons interested in mining affairs.

Mining seems to have been partially practised in Ireland in very early ages, as appears from the vestiges of rude operations to be met with on the surface or backs of many lodes, in general never having penetrated beyond the reach of daylight, and almost always terminating within a few fathoms from the surface, wherever water was met with, the art of driving and sinking shafts and levels not being then understood, and, probably, the tools used being unable to bore through hard ground, which has only been effected in after times by the use of gunpowder. One principal cause of the abandonment of mines by the ancients was their ignorance of the mode of forming an adit level to drain off their water, by which, with their difficulties in raising the contents of the lodes to the surface, all contributed to cause the mining operations of this country to have been very trifling for a great number of years.

Subsequently (that is, in the period between about the years 1700 and 1806) the mines of Ireland having attracted the attention of a few companies and adventurers, they, in conjunction with an occasional Irish gentleman, opened and further prosecuted several of the discoveries of the ancient miners, and in some instances expended very large sums; and also in this period mines were first commenced which have since become large and profitable concerns. However, it appears that these further operations were only successful in a few instances, notwithstanding the various favourable prospects, cheapness of labour, shallow depth of the mines, and the advice and assistance of miners brought over from England and Wales.

Various reasons are assigned for the former want of success, the principal of which appear to be, the parties not being themselves practical miners, in many cases having undertaken the management of the business at the mines, which can only be advantageously guided by those who have practical mining experience. The want of due encouragement to the native population, and sufficiently recompensing them for the severe labour they are subject to in underground employment, which brought about a distaste in them for this kind of work, and consequently great ignorance heretofore existed on the subject, which, with the scarcity of miners, have only been remedied during the improvements and large scale of operations going forward by the principal Irish mining companies now at work.

The former difficulty in procuring good agents, solely attributable to the neglect of training and encouraging native talent among the young workmen, together with the frequent instances of their being obliged to submit to see miners from Cornwall paid double, sometimes treble wages, for doing the same quantity of work as themselves, have hitherto kept back our mining prosperity, inasmuch as the greater number of the men employed felt but little anxiety for the stability of the mines.

It is, however, a pleasing fact, that the intercourse which has existed between the Irish miners and those of England and Wales of late years, together with the effective machinery now very generally used in the mines, have given rise to and prompted a considerable degree of mining knowledge in a great number of them, which bids fair to render them in a few years not inferior to the miners of any other country.

These remarks are in a great measure corroborated by the fact, that although nearly every county in Ireland has its deposits of minerals, and those which are now working to profit, were several times in former years abandoned as worthless, some being unable to be worked to profit, simply owing to their want of efficient machinery to draw the ore and water.

The contrast now existing in our mining districts between their former and present state of activity is very gratifying; and the quantity of employment afforded the population in the neighbourhood of our principal mines, is greater than was ever before known, the number of persons now at work in the copper and lead mines of Ireland being, at a moderate calculation, 6000, about 2700 of which are employed in the mines of the county of Wicklow, and this number is daily increasing.

I shall send you a continuation of mining operations for your next number, and am, sir, your obedient servant,
E. B.

KILMARNOCK, IRVINE, AND ANDROSSAN RAILWAY.—We are glad to find that our merchants are showing, by the alacrity with which they are subscribing to this proposed undertaking, that they are sensible of the great advantages to this flourishing town which will arise from its completion. Several country gentlemen, having property in the neighbourhood, have also exhibited their names to the subscription list for a considerable number of shares. These are the best guarantees for the success of the undertaking, and are worth ten times the amount of speculative subscriptions.—*Kilmarnock Journal.*

SHEFFIELD AND MANCHESTER RAILWAY.—A meeting of the committee of this railway, at which Lord Wharfedale presided, was held on Friday week, at Penistone. Mr. Vignoles and Mr. Locke made their separate reports. Each engineer had found a good line, practicable for locomotive engines. The time which each calculated would be occupied in transit was about the same—two and a half hours for passengers, and three hours for goods. The two plans appeared so nearly equal, that the committee could not decide which was preferable, and therefore desired the engineers to consult together, and agree upon a line which they could both recommend. Another meeting will be held in a few days to receive the report.

GREAT AMERICAN RAILROAD.—The projected railroad from Quebec to St. Andrews, which has been so liberally forwarded by a grant of 10,000l. from Government, is viewed in the United States as of vast importance in a political as well as in a commercial point of view. A writer in the *New York Express* says of it, "The length of the route does not exceed 250 miles—the estimated expense 4,000,000 dollars, being at a rate of 16,000 dollars a mile—a mere drop in the bucket for a wealthy and powerful Government like England." The writer adds, "It enables the British Government to transport all her troops, munitions of war, &c., with all possible speed, from that important naval position, Halifax, where the British Government is now fitting up one of the strongest fortifications in the world, to Quebec, Montreal, Toronto, the lakes, and all along our southern and north-western territories. In five or six days soldiers can be taken from the great military and naval depot at Halifax, and put upon the St. Lawrence, from Quebec to Lake Ontario. The difficult and dangerous navigation of the Gulf of St. Lawrence is thus avoided. St. John, in population and wealth, being the great outlet of the vast lake, the St. Lawrence country will soon rival New York. The British will also thus have a port, where their produce can be sent to and from the West Indies. Military and commercial advantages prompt the British Government not only to expend 4,000,000 of dollars, but 40,000,000 if necessary; for with the harbour of Halifax, near Europe as it is, a cordon of British bayonets can be made to surround it in the shortest possible time, and the produce of the Canadas, now seeking a mart in New York, in American ships, can thus be turned to St. John, or St. Andrews, in British bottoms."

ACCIDENT.—A shocking accident happened, on the 5th of October, at St. Austell Hills Mine, in the twenty-two fathom level, where there were three men at work, who had just been blasting a rock. It is a common thing for them to sound the rock all round, to see if they are firm, which being done, they went to work again; not long after, one of the men was standing up, a large rock from over head came down, crushed him almost to pieces: the poor man, after a deal of work, was got from under the rock, but he was quite dead; he was then brought up and taken home. The following day an inquest was held, and on the next he was laid in the grave. He has left a wife, near her confinement, and four small children.

DIMENSIONS OF THE MAMMOTH.—In the museum at Philadelphia is the skeleton of the mammoth, or great mastodon, discovered in the state of New York, 1801. The dimensions of this stupendous animal are as follows:—Height over the shoulders, 11 feet; over the hips, 9; length from the chin to the rump, 15; and from the point of the tusks to the end of the tail, following the curve, 31—in a straight line, 17 feet 6 inches. Width of the hips and body, 5 feet 8 inches; length of the longest vertebra, 2 feet 3 inches; of the longest rib, 4 feet 7 inches; of the tusks or horns, 10 feet 7 inches. Circumference of one tooth, 1 foot 64 inches; weight of the same 4 lb. 10 oz.; and weight of the whole skeleton, 1000 lb.

ORIGINAL CORRESPONDENCE.

MINERAL STATISTICS.—COAL MINES OF GREAT BRITAIN.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—The vast importance of the coal mines of this country must be so apparent to all that no comment can be required; on introducing any notice of this subject. I regret, however, to find that a branch of mining industry, which stands so prominent in a national point of view, and which, even individually, must be interesting to every one, should frequently occupy so small a space in the columns of the *Mining Journal*, and that information on this subject should be so seldom received from those districts where our principal coal mines are situated. In my present communication I propose to bring together some of the most remarkable statistical facts with regard to our production of coal, facts which deserve to be more generally known than they are, and which, I hope may be the means of eliciting information from gentlemen resident in our coal districts, on some of those points where it is obviously desirable.

As regards the position of the coal districts of this country, if a straight line be drawn from the neighbourhood of Weymouth, in Dorsetshire, in a northerly direction to the coast at Whitby, in Yorkshire, all our great coal fields will lie to the westward of this line, scarcely a single coal mine being found to the eastward of it: the only exception will be a few collieries near Coventry, and also some in the neighbourhood of Nottingham. Thus the south-eastern half of England is entirely destitute of this valuable mineral.

Of the forty counties of England, coal is found in sixteen, the remaining twenty-four are entirely without it.

The coal-producing counties are the following: Somersetshire, Gloucestershire, Monmouthshire, Worcestershire, Warwickshire, Shropshire, Staffordshire, Leicestershire, Cheshire, Derbyshire, Nottinghamshire, Lancashire, Yorkshire, Cumberland, Durham, and Northumberland. Seven of these counties are also the principal seat of our iron manufacture, the iron-stone being found in vast abundance associated with rocks of the coal series. The principal iron-works, as is well known, are in Monmouthshire, Staffordshire, and Shropshire. The export coal trade is chiefly carried on by the coal-owners of Northumberland and Durham, who, by coasting vessels and canal navigation, supply the greater part of that large tract of England, which was before shown to be destitute of coal. The consumption of London and its vicinity alone, drawn entirely from this source, does not amount to less than two million tons per annum.

Of the twelve counties of Wales, six produce coal: they are the following: Pembrokeshire, Carmarthenshire, and Glamorganshire, in South Wales; and the Isle of Anglesea, Flintshire, and Denbighshire, in North Wales. Thus we see that coal does not occur at all in the central part of the principality, being only found at its northern and southern extremities. In some of the Welsh coal districts the iron manufacture is extensively carried on, chiefly in the county of Glamorgan, and the adjoining borders of Brecknockshire. This district, with the adjoining one of Monmouthshire (between which there is, indeed, no natural division), produces little short of one-half the quantity of iron annually made in Great Britain. The produce of Staffordshire is next in importance.

Of the thirty-three counties of Scotland, coal is chiefly, though by no means exclusively, found in about seven or eight.

The principal coal districts of Scotland, stretch across the country in an east and west direction from the Firth of Clyde to the Firth of Forth. The coal formation occurs therefore in Lanarkshire, in Linlithgowshire, in the counties of Edinburgh, Haddington, and Peebles, in Stirlingshire and Fifeshire, and perhaps may extend into some other adjoining counties.

The coal of Scotland is thus found in a comparatively narrow belt extending across the country in the neighbourhood of Glasgow and Edinburgh, both the border counties; and the large tract of country northward of this district, together with its adjacent isles, being in great measure destitute of this mineral. A large quantity of iron is made in the Scotch coal fields, chiefly in the neighbourhood of Glasgow.

Independently of the true coal measures, we have also in the higher secondary strata several local deposits of lignite and imperfect coal, which are worked in some places to a small extent. One of these occurs at Bovey Heathfield, in Devonshire; another, consisting of seams of lignite, in the lower division of the oolitic series, occurs in the eastern part of Yorkshire. In Scotland, a very similar deposit belonging to the oolites, is worked at Brora on the coast of Sutherland.

In Ireland, coal occurs in greater or less abundance in seventeen counties, fifteen being considered destitute of it. The counties producing coal are the following: Kerry, Cork, Limerick, Tipperary, Kilkenny, Carlow, Clare, Queen's County, Westmeath, Roscommon, Cavan, Monaghan, Leitrim, Fermanagh, Tyrone, Antrim, and Donegal. Coal is therefore very generally diffused in Ireland, particularly in a broad zone, extending in a north and south direction almost completely across that country. Several of the coal districts produce what is generally termed "stone coal," a variety containing little or no bitumen. Abundance of ironstone exists, but the quantity of iron made is not very considerable.

In the coal districts of Great Britain, the number of seams of coal is generally very great, thirty or forty is common, and in the Mid-Lothian coal field in Scotland, no less than eighty-four coal seams have been enumerated. There are seldom more than five or six of these seams which are worth working, either from the rest being very thin, or of indifferent quality, or perhaps both.

The seams which are generally worked are from two to three or six or seven feet in thickness; the celebrated "ten yard coal" of Staffordshire, is, however, thirty feet thick, but may perhaps rather be regarded as a complication of beds, than a single one.

The depth at which our coal mines are worked is extremely various, so much so, that no general average can be given. They are seldom, however, less than 300 or 400 feet deep, and do not often exceed 900 or 1000 feet. The two deepest coal mines in Great Britain, are, I believe, one at Clondoun, in Somersetshire, which is 1210 feet deep, and Mr. Pemberton's Colliery near Monkwearmouth, in Durham, which has within the last few years been sunk to the great depth of more than 1600 feet passing through the superincumbent magnesian limestone into the underlying coal measures, being one of the boldest efforts of mining in modern times.

As regards the quantity and value of the coal annually produced in Great Britain, nothing beyond an approximate estimate can be given. I am not acquainted with any better authority on this subject, than the valuable and elaborate statistical table of the "mineral produce of the various countries of Europe, including Asiatic Russia," published in Germany three or four years ago, by M. Carl Friedrich Schmid, from which the following data are taken:—

According to M. Schmid's calculations, it appears that the total quantity of coal, annually produced in Europe, amounts to about twenty-six million tons, of which twenty millions, or nearly four-fifths, are the produce of Great Britain alone. The quantity of coal annually produced by France, is according to the same authority, one million and a half tons, or only one-thirtieth of the quantity produced by our own country.

If we take the average price of coal at the pit's mouth, at 8s. per ton, we shall probably not be very far from the truth. The value of twenty million tons at this price, would be 8,000,000l. sterling, affording at least an approximate value of that enormous mass of mineral fuel, which is annually raised from the bowels of the earth, within the limits of the British Islands.

I have no means of estimating the average cost per ton, of carriage, between the pit's mouth and the consumer's residence, a charge obviously varying very much in different parts of the country: if, however, we take it at fifty per cent. upon the original cost (probably much below the mark), we shall have the enormous sum of 12,000,000l. as the value of our annual production of coal, or the amount brought into immediate and direct circulation by the labours of the coal-miner.

Should we view our coal, not merely as a domestic fuel, but as the motive power of our steam-engines, and of our manufactories, as the fuel of our iron furnaces and smelting works, even this amount, large as it is, will appear insignificant in comparison with the enormous mass of wealth it is the means of creating, and which forms the principal source of the opulence and prosperity of the British Empire.

I have now briefly and hastily glanced at a few of the principal statistical facts, relative to our most important branch of mining industry. Its minutest details must be valuable and interesting, while the numerous and complicated interests arising out of it strongly demand attention, and will I trust, at no distant time, occupy a more prominent space in your columns, than has hitherto been the case. The subject, I observe, has

lately been taken up by several correspondents, who it is to be hoped will continue to furnish communications commensurate with the attention it requires.

New Road, Oct. 12.

I remain, yours, &c.

FREDERICK BURN.

SOUTH POLGOOTH TIN AND COPPER MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—In your valuable journal of the 8th inst., I observed a letter addressed to you from Barnstable, by a shareholder in the South Polgooth Tin and Copper Mining Company, requesting information relative to the truth of a report of one thousand shares in that Company having been reserved by the Directors without the knowledge of the shareholders, but which they now attempt to throw upon them. Concluding with your correspondent on our common misfortune, as I am also a shareholder in this company, I beg leave to furnish him, through your journal, with the information he seeks to obtain. He is, of course, aware that this company was formed in five thousand shares, deposit one pound per share, subject to further calls as required, until the whole subscribed capital should be paid up. In consequence of the sett being generally considered a favourable one, and the price of tin and copper being high, application for shares were eagerly made to an amount considerably exceeding the total number; and in consequence of many of the applicants having been disappointed, and their cash returned to them, from a professed inability to supply them, they were induced in many instances to give a pound per share premium to those who had been more fortunate. This eagerness to take shares was also heightened in a considerable degree by the high character of the principal Cornish agent of the company, which operated with all that knew him as a guarantee of good management and fair dealing on his part; nor is this confidence in him weakened in the slightest degree by any subsequent transactions. The first deposit of one pound per share was expected by the Cornish adventurers to have been sufficient to carry on the prosecution of the mine for a considerable time, and they were generally surprised at the earliness of a call of ten shillings per share; and, therefore, though the call was paid by many, it is obvious, from a recent advertisement of many hundred shares said to be forfeited for non-payment of it, that a considerable number were already alarmed; and one of these, whose residence is not quite so far from the mine as Barnstable, having previously had some private information, made it his business in the beginning of July last pointedly to inquire at the office in London, whether all the shares were appropriated, and the first deposit paid on them? He was then told that they were not all appropriated, but that about one thousand shares, or, as subsequently stated, nine hundred and twenty shares had been reserved by the directors, in the hope of selling them at a premium for the benefit of the company! And, that having been disappointed in this hope, they then offered them at par, but with little success! Now, will it not be asked very naturally, whether if those shares had been sold at a premium, the company would ever have heard a word about them? and will not every prudent man shrink from having anything to do with a company the directors of which take upon themselves such enormous responsibility, without even the knowledge of the parties for whom they profess to act? Will it not rather be the decision of every man possessed of an atom of common sense, if, by joining this company, he is to be involved in the consequences of a scheme of jobbing in shares, under the directions of persons who in the very outset have so egregiously committed themselves: he would be acting most foolishly. And is not every man who is already possessed of shares justified in withholding payment of every call that such directors may make, until he knows with certainty to what extent his capital is liable to be implicated? And surely, if forfeiture is to be the penalty of non-payment under such circumstances, Equity must have fled the land, and directors are wholly irresponsible? Is a man, who having paid his first deposit under the stipulations that he is to pay his proportion of the outlay as divided into 5000 shares, to be compelled to forfeit his deposit, for refusing to pay the larger proportion which the arbitrary reduction of the number of the shares by the directors, without his knowledge, may render necessary? Are they at their wills and pleasure to make increased demands beyond what the original prospectus and the scrip set forth, as the extent of liability? Are the shareholders to be reduced from five thousand to four thousand, to three thousand or one thousand; and is the holder of five hundred shares, who originally stipulated to pay one-tenth of the necessary expenses of the mine, to be compelled to pay one-half that expense, or, as an alternative, to forfeit all he has paid? ridiculous! And yet these directors, or rather mis-directors, have had the hardihood to advertise a multitude of shares for sale, pretended by them to be forfeited, precisely under these circumstances. But we shall see; if these directors wish to get out of this embroilment of a good concern, which they have occasioned, with anything like a character for honesty and fair dealing, let them confess their error; let them take those nine hundred and twenty shares amongst them, and pay for them equally with all others. Then let them acknowledge their incapacity, and resign their directorship to more able persons. But, if they will go on in wrong, by persevering in their disgraceful attempts, to fasten the consequences of their own misconduct upon those shareholders who have not submitted to their unwarrantable calls, they will, on the contrary, give additional reasons to question not only their directions, but their justice and their honesty. I am, sir, your obedient servant.

St. Austell, Oct. 15.

A SHAREHOLDER.

DENBIGHSHIRE IRON AND COAL COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—I am convinced it is only necessary to draw your attention to any public company, where there is the least appearance of a job, to obtain a place in your interesting and valuable journal. I am a shareholder in the above company, and have paid a deposit of 12. per share; a further call of 2l. per share was agreed to by the directors (two of which are members of Parliament) on the 29th of August, to be paid on or before the 16th September, and if not paid the shares to be forfeited.

I have called at the office, 17, Ironmonger-lane, to make inquiry about this company, and I am told by a person attending there, that the whole of the shares were not taken in the first instance, and many that were allotted have not paid their deposit. I have called again at the office, since the 20th September, and there saw the deed of settlement, to my great astonishment, only found twenty or thirty names affixed to it: they were principally the directors and their friends. I was further informed that inquiry had been made at the bankers to know how many shares were paid upon, the answer was, not more than 1200 or 1300: the time had expired for the payment of the further call of 2l., and I suppose the shareholders who have only paid the deposit are to lose their money. After hearing this statement from a gentleman in authority, I feel satisfied the company cannot be carried on to advantage, and I do hope the directors will immediately dissolve the company, and pay over the deposits to the shareholders.

I am also informed the directors have not finally agreed to buy the land, and the report sent to the shareholders is from the agent of the proprietor of the land, who, of course, will give the most favourable colouring he can. A gentleman to whom I have shown the said report, and who has had a long and extensive practice as surveyor of mines in England and Wales, and is at the present moment extensively engaged working a coal mine, says it is quite impossible the report can be realised.

Oct. 12, 1836.

[We insert the letter of our correspondent, who appears to have very innocently embarked in the company. If that he is right with respect to the number of shares taken up, we have no hesitation in saying, the loss must be that of the projectors.—Ed. M. J.]

THE COAL TRADE.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Without wishing for a moment to engage in a paper controversy with the individual, who under the signature of "Y. Z." has written in your impression of the 8th, or on any consideration to arouse one whose arguments are so convincing, and metaphors are so appropriate, who talks of dogs and puppies as if he had a kindred feeling with them, and endeavours to turn to his own purposes every portion of an argument that militates against his own interests—may I be allowed to set the sapient gentleman right on some points of my last letter, which either the weakness of his intellects, or the consideration of his interests will not allow him to understand.

"Y. Z." to begin with, first wishes it to be understood I have wilfully perverted the truth in stating a rise of 2s. per chaldron was to take place on the 1st inst.

Does he imagine I then meant a chaldron of thirty-six imperial bushels? If he knows any thing of the coal-trade, he must be aware, that since January 1, 1832, the word has been obsolete in London, and extends only, as far as we are concerned, to the sales of coal in the north; and that I alluded to the Newcastle chaldron, viz. fifty-three cwt.

His next assertion is even a more gross perversion of the truth than the preceding. He says, "'C.' has the grace to state the owners sell their coals 2s. per chaldron cheaper at the pit's mouth for land-sale than they do for exportation to London." Had he, before he sat down to pen this deliberate falsehood, referred to my letter, he would have seen that I stated then, and I repeat it, "that coals for the coast and export trade are sold at the pit's mouth at about 2s. per chaldron cheaper than if for the London market." What may be the quality of the land-sale coals, I neither know nor care, but this I know, that the coast coals, whether from the Wear or the Tyne, are in nineteen cases out of twenty equal in quality, and size to those for the port of this city.

He is pleased to be facetious with regard to the *taste* of the London market, and adds, "no owner will venture to send his coals there without first subjecting them to the process of screening and washing (which means picking) out every piece of coarse coal and dirt." I have had an experience of many years in the trade of this city, and I assert, and appeal to every coal merchant in London for the truth of my assertion, that no flag from every piece of coarse or foul coal being extracted prior to their shipment for this place, the coals (and especially those from the Tees) contain always a considerable portion of those extraneous substances; as much for "Y. Z.'s" adherence to truth.

I have now done with "Y. Z." and I will give him one word of advice in parting—whenever he presumes to attack, through the medium of the public journals of the day, one who differs in opinion with himself, let him recollect that "civility costs nothing," and that his arguments will not be a whit more convincing from his styling his adversary a "puppy," or a "wretch," than if he were to expunge from his paper offensive expressions, and for once, perhaps, endeavour to write as a gentleman. Let him also remember that it is the best policy to adhere to the truth, and bear in mind the fable of the boy, who having so long forgotten this precept, was fatally convinced of his error by at length obtaining no credit for his assertions, even when it was the truth he spoke.

I would wish to mention one circumstance connected with the late proceedings of the coal-owners. The late report of the select committee on the trade, makes the statement that "a question may arise whether the proprietors, by thus combining to prevent coals being brought cheaper to market, do not subject themselves to penalties;" and moreover, "that in 1793 an information was filed in the Court of King's Bench, against certain coal-owners for conspiracy and misdemeanour, in joining the regulations of the vend. The cause was to have been tried in York, but was never proceeded in."

Now, under the Acts 9th Anne, c. 28, 4th George II, c. 30, and the 28th George III, c. 53, it is recited that, "every contract or agreement made or entered into by or between any coal-owners, lightermen, stokers, masters or owners of ships and vessels, crimps, coal-factors, or other persons or persons whatsoever, concerned in the said coal-trade, for engrossing coals, or for restraining or hindering any person or persons whomsoever from freely selling, buying, loading or unloading, navigating or disposing of coals in such manner as they lawfully might, should be, and were thereby declared to be illegal, null and void to all intents and purposes; and further, that if any coal-owners, &c. should at any time or times keep up, or be knowingly intrusted in any contract or contracts, covenants or agreements, &c. &c., the person or persons so offending should for every such offence forfeit and pay as follows (that is to say), every coal-owner or owners, or proprietor of any pit or mine, the sum of one hundred pounds, &c." And further, "that it should not be lawful for any owner or owners of any ship or vessel employed in the coal-trade, to give any order or directions to any master or person having the command or rule of any ship or vessel employed as above, or to any agent or servants employed in the selling of coals, which should in any way relate to the keeping of turn in selling or delivering of coals in the river Thames; and that no master or masters, or other person having the command or rule of any ship or vessel, should obey any such orders, or keep turn as aforesaid, upon pain that every person giving such directions, and the person or persons observing or following the same, should respectively forfeit and pay for every such offence the sum of one hundred pounds." And further, "that any number of persons united in covenants or partnerships, or in any way whatsoever, consisting of more than five persons, for the purchasing of coals for sale, or for making regulations with respect to the manner of carrying on the said trade in coals, shall be deemed and adjudged to be an unlawful combination to advance the price of coals, and every person concerned therein shall be liable to be punished by indictment or information for the same in his Majesty's Court of King's Bench at Westminster."

By the foregoing extracts it will appear that the proprietors, factors, and ship-owners had exposed themselves to heavy penalties for their adherence to the combination for the limitation of the vend; but it is not generally known that an Act passed last session expressly to repeal all the above, and the owners are now, as far as the power of existing Acts of Parliament is concerned, free to form any combinations they may deem proper.

It was meant that the coal-trade should be free; that it is not so, I think, has been sufficiently proved; or do I imagine it ever will, till discussions again creep in among the proprietors, and the same causes, which have operated in 60 years produce the same results. I am, sir, your obedient servant,

London, Oct. 17.

COMMERCE WITH AMERICA AND RUSSIA.—From a printed Parliamentary paper, it appears that there are ten consular stations in the United States of America into which British vessels are constantly entering. During the year 1835, the number of vessels so entering was 2063; the tonnage of which was 256,844; the export value of the cargoes amounted, inwards, to 966,458l.; and outwards, to 3,549,561l.; of the latter, or outward, cargoes, more than one-third is from New Orleans. By another return it appears that the total value of produce exported to Great Britain from St. Petersburg during the years from 1831 to 1835, inclusive, amounts to 13,207,924l. 10s.; and that on the last year the decline was more than 500,000l. sterling, as compared with either of the preceding years.

IMPORTANT TO COLLIERIES.—As, of late years, so many fatal accidents have occurred in the collieries in the Wakefield district, we take the earliest opportunity of informing the coal-masters, and those employed under them, that an ingenious gentleman, Mr. Roberts, of Wolverhampton, has greatly improved the safety-lamp of Sir Humphrey Davy. The new lamp possesses two great merits: the foul air extinguishes the light, instead of exploding, and thus increases the safety of the miners; also it affords a light, which is completely unobtainable by the Davy lamp, or any other. Mr. Roberts has likewise invented a "safety hood," which enables persons to breathe in even the impure atmospheres.—*Half-yearly Guardian.*

COPPER MINES.—We rejoice to learn that the very prospect of the mining speculations at Watton, near Lancaster, turning out most profitable. Several fine specimens of copper ore have been obtained, and there is every ground for supposing that the workings will yield abundance of metal. Many Welsh miners have already arrived, and anticipation predicts a rich harvest from future operations. The shares in one company are said, within the last few days, to have risen from 5l. each to 100l.—*Kendal Mercury.*

DEEPEST MINE IN GREAT BRITAIN.—Our readers may perhaps recollect that, some time ago, a coal-pit, said to be the deepest in Great Britain, was sunk at Monkwearmouth, to the depth of 264 fathoms, or 1584 feet below the surface; and that in November, 1834, Professor Phillips, of York, along with a number of other scientific persons, descended the pit, and made a series of very interesting observations on the variations of the barometer and thermometer in the course of their descent and ascent. The temperature, by these observations, increased in proportion to the depth, and a thermometer sunk into a hole, drilled to the depth of two and a half feet into the floor of the workings, from which hole the air was carefully excluded, after remaining in that position forty-eight hours, stood at 71.2. Since the date of Professor Phillips's visit, the enterprising owners have sunk it still deeper, and the average temperature has increased to seventy degrees, a degree of heat which makes it difficult for the men to work beyond six hours at a time. In addition to this inconvenience, a species of fly, about an inch long, has appeared, by the bite of which both men and horses are much annoyed.

COURT OF THE STANNARIES OF CORNWALL.—The Vice-warden of the Stannaries will hold a sitting of the said Court at the Prince's Hall, in the Borough of Truro, on Thursday, the 24th day of November next, pursuant to the provisions of the Act of the 5th and 7th Will. IV., ch. 106, intituled "An Act to make provision for the better and more expeditious administration of Justice in the Stannaries of Cornwall, and for the enlarging the Jurisdiction, and improving the practice and proceedings in the Courts of the said Stannaries."

The Court will sit at Ten o'clock in the forenoon.

P. P. SMITH,
Secretary to the Vice-warden.

Truro, October 11, 1836.

PUBLIC COMPANIES.

MEETINGS.

Royal Poltoreu Company	George and Vulture	24th Oct.	2.
Coburn Copper Company	26, Austin Friars	25th	12.
British Copper Company	George and Vulture	25th	1.
West Middlesex Water Works	New Road, Marylebone	1st Nov.	11.
Bank of South Africa	11, Aldermanbury	1st	2.
Old Moor Mining Company	46, Lime-street	2d	1.
Penoles Gold Mining Co.	N. and S. American Coffee-House	7th	2.
South Eastern Railway	10, Coleman-street	10th	1.

CALLS.

Equitable Reversionary Society	51, Oct. 25th	Messrs. Coutts and Co.
Great Western Railway	101, Oct. 26th	Glyn and Co.; Miles and Co.; Bristol; Co. Gloucester Bank; Simonds and Co., Reading.
Kerrow Tin Mining Company	11, Oct. 27th	Messrs. Lubbock and Co.
North Midland Railway	51, Nov. 3d	Messrs. Glyn and Co.
Bischof Bridge Mining Company	11, Oct. 5th	Williams, Deacon, and Co.
Patent White Lead Company	101, Oct. 12th	Wright and Co.
London Joint Stock Bank	101, Oct. 14th	East-Cornwall Bank, St. Austell.
Wheat Killey Mining Company	101, Oct. 14th	Vere, Sapte, and Banbury.
East Wheat Killey	11, Oct. 14th	R. K. Frost, Launceston.
Wheat Lenox Mining Company	2s. 6d., Oct. 24th	Co. Gloucester Bank & Sir J. Esdaile.
Cheltenham & Gt. West. Railway	51, Oct. 19th	London & Westminster Bank.
Eastern Counties Railway Co.	11, Oct. 26th	Messrs. Drummonds.
General Reversionary	101, Dec. 1st	

DIVIDENDS.

United Hills Mining Company	11, Oct. 28th	October.
Eagle Insurance Company	51, per cent.	1st November.
Australian Agricultural	15s. per share	1st.
West Tressavean Consols	101, per cent.	15th.
Kellierwis Consols	101, per cent.	15th.
English Mining Company (half-yearly)	21, per cent.	15th.
Anglo-Mexican Mint	6s.	1st December.
Portsmouth and Farlington Water Works	11, per cent.	April.

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NOTICES TO CORRESPONDENTS.

DUTY OF STEAM-ENGINES.—Our SWANSEA correspondent will observe we have adopted his suggestion—the Duty of Engines in Cornwall appears this week; the paper from which we have made our abstract contains many particulars highly interesting and useful, but which we did not consider it would have been fair to have extracted.

The press of matter which compels us on the present occasion to omit much of our Mining Correspondence, must be the excuse for the favours of several Correspondents being unnoticed. We have this week received several anonymous letters, the object is apparent, but we would prefer the postage having been paid.

T. I. B., E. E., W. S. M., shall be attended to next week.

WICKLOW COPPER MINING COMPANY.—We are given to understand by a Correspondent, that this Company decline, for what reason we know not, to pay the dividend lately announced. We hope, however, he is misinformed, for we cannot contemplate such a circumstance after the highly satisfactory report which was submitted to the proprietors.

In reply to "An Innocent," we have only to observe that we have reason to believe the rumour of the honour of knighthood, about to be conferred on the Managing Director of the West Cork Mining Company, is matter of fact. We do not, however, agree with him that it is calculated to enhance the value of the shares. We have reason to believe that it is not true, as reported, that Lord Audley had the immediate possession of the £165,000 purchase money.

COLOMBIAN, COCAKE, AND IMPERIAL BRITISH MINING COMPANIES.—We are compelled to defer the correspondence of these companies until our next.

THE MINING JOURNAL,

And Commercial Gazette.

LONDON, OCTOBER 22, 1836.

Our attention is at the present moment forcibly directed to a subject of the first importance, as connected with the Mining interests of this country; we allude to our coal-mines, and the trade arising from them. Several communications on these points, to which we would direct the attention of our readers, have appeared both in the present and preceding numbers of the MINING JOURNAL. The subject is, however, of that paramount importance, that the fullest information and detail respecting it must be highly desirable, and we feel anxious that it should henceforth occupy a more prominent place in our columns, than has hitherto been the case. With this view, while we express our hopes that further communications may be received from those correspondents who have already favoured us, we may state that it will at all times be gratifying to receive similar contributions from gentlemen resident in, or connected with, our coal districts, or any of the various subjects of public or of scientific interest which must be frequently coming under their notice.

As regards the subject which at the present moment chiefly engages attention, or the alleged monopoly of the great coal-owners of the north of England, we consider it important for every publicity to be given to the proceedings, in order for a correct conclusion to be arrived at, and we have therefore readily inserted the communications of our correspondents, bringing forwards arguments on both sides of the question.

That an understanding does exist between the coal-owners of the North, and that they possess, to a considerable extent, the power of regulating the price of coal, are points which we consider perfectly well established; at the same time we are too conversant with the results of mining, with the heavy expenses attending mining establishments, and with the serious risks and failures which occasionally attend mining adventures, for us to join at once, and without due examination, in that sweeping condemnation, with which the conduct of the coal-owners has, on many occasions, of late been assailed. As an instance of causes which may, unknown to the public, considerably affect the cost, and therefore the price of every species of mineral produce, we would refer to a tabular statement in a late number of our publication, in which is clearly exhibited the great fluctuations of price which the principal materials used in mines, have experienced during the last two years, and the very great advance there has been on most of them. It must also be remembered that the price of labour is by no means stationary, and from the present very general employment of the working-classes, has in many cases advanced considerably. We would also observe, that the price of every article, is in a great measure regulated by the demand; and it is in full accordance with all social relations, that as demand increases, the price should rise also.

These remarks we make, not in extenuation of the conduct of the

coal-owners, respecting which we do not yet feel ourselves in possession of sufficient data to give any decided opinion. We offer them in fairness and justice; as, from being largely concerned in mining operations, many circumstances essential to a correct view of the case may present themselves to us, which, for want of that knowledge, would never occur to the public mind.

A supply of so essential an article of domestic consumption as coal, at the cheapest possible rate, is obviously a subject of great importance to the public, a subject in which every man must feel interested, and we are not therefore surprised at the sensation which has been occasioned by an advance in the price, apparently at the will and for the exclusive benefit of the coal-owners.

Whether the present advance is fully justified by circumstances or not, we do not pretend to determine; but looking at the case in a more general point of view, we have no hesitation in saying, that the coal-owners of the north possess a much greater power in regulating the price of coal, than is at all consistent with the interests of the public. Referring to a letter from a correspondent, which appears in another part of our columns, the reason of this power will be evident. Full one-half of England is entirely destitute of coal, and in this half the metropolis and the important districts surrounding it are situated. Our great deposits of coal are placed by Nature, chiefly in the western and northern parts of the country, and in situations where the cost of carriage, renders their produce almost inaccessible to London, and the south-eastern parts of England. Thus we can have no communication with the rich coal-fields of Staffordshire, but by the expensive medium of a circuitous canal conveyance, while the coal deposits of our western coasts, are separated from us by a long and difficult navigation. From all these circumstances, it naturally and unavoidably results, that the coal of the metropolis, and the vast non-carboniferous tract of country in which it is situated, should be supplied from the mines of Northumberland and Durham, which from their proximity to our eastern coast, and the no less fortunate circumstance of being intersected by two navigable rivers, the Tyne and the Wear, possess the highest local advantages for carrying on this immense and lucrative trade, by means of a comparatively short and easy sea voyage.

We have now then fairly and candidly laid before our readers all the great facts regarding this important subject, and we proceed to consider what practical methods there are, by which the public may be permanently supplied with coal, at the cheapest rate the natural distribution of this mineral will allow, and any monopoly of this essential article which may at present exist, be entirely prevented.

It is clear that this can be effected in one manner only—by competition: and we have next to inquire what competition will best effect the object—many of our readers may not, perhaps, be aware of the important fact, that the great coal-district of Northumberland and Durham does not equally enjoy the natural advantages we have before mentioned; some of the more inland portions are, on the contrary, so disadvantageously situated, owing to the cost of land-carriage, as to be unable to compete with the rest. Here, then, we see, that by the application of railways and locomotive power, a large additional quantity of coal may be brought into the market, and a competition excited, which must reduce the price of coal to a fair average. It is true, that the formation of railways for this purpose has been strongly, and in some cases effectually, opposed in Parliament by the coal-owners; but if the determination of the public to open the coal trade be forcibly and perseveringly expressed, there can be no doubt that the object will at length be accomplished. To this very important point, then, we direct the attention of our readers; and on referring to our columns of last week, they will see from the letter of a correspondent in the north, that a line, communicating with the Stanhope and Tyne Railway, is about to be commenced, "by private consent of the landed proprietors," which will, to a certain extent, accomplish the object we have pointed out, of introducing competition from a new district.

Before concluding our remarks, we must observe that Staffordshire, a mineral district, inferior in wealth and activity to none in this country, is at the present moment endeavouring to shake off the natural disadvantages of her inland situation. It is for this purpose that the "London and Birmingham Canal" has been projected; and should this great work be carried into execution, independently of other benefits which may arise from it, any existing monopoly of the coal-trade will be entirely overthrown, from the abundant supply of Staffordshire coal, which would then be introduced into the London market.

We have now treated the subject at that length which its importance demands; we are far, however, from considering it exhausted, and shall before long return to it again. In the mean time, we request the continued favours of our correspondents in furnishing every species of information, calculated to throw light upon this subject under consideration.

We have somewhat to complain of the want of courtesy and impartiality on the part of a contemporary, as well as of the course pursued by Mr. GEORGE ABBOTT, who appears most anxious to write himself, and the concerns with which he is connected, into notice. A brief narration of the facts will, of themselves, convey the best comment on the conduct of the parties.

It may be in the recollection of our readers, that we had occasion to remark on a communication of Mr. GEORGE ABBOTT's, addressed to the "Trevolvas Mining Company." That gentleman, instead of replying to them through the medium of the columns of the MINING JOURNAL, in which such remarks appeared, thought fit to make a coarse and virulent personal attack through the medium of a contemporary, introducing them with a letter to the Editor, throwing a doubt on our impartiality (questioned we believe for the first time), and expressive of his opinion that we should not give his letter insertion. He, however, pursued the right course to ensure his opinions being correct, for, although he could send the copy to the paper in question, in time for going to press, the original did not reach us until some hours after the publication of that paper, as well as the MINING JOURNAL.

The motto of "Audi alteram partem" having been adopted by our contemporary, we immediately replied to the letter, but were apprised that its insertion must be paid for as an advertisement. This is decidedly a new reading, and comment is unnecessary. We must, however, decline acting on the advice given of publishing "the attack and the defence" without being paid for as an advertisement; and have only further to observe, that we shall not in future notice any further observations which may be made—thus defeating the object of the parties of bringing them into notice through the medium of the MINING JOURNAL.

We may add, that we have received notice of action from the Directors of the "South Polgoth Mining Company," with which Mr. ABBOTT, we believe, is also connected; but this must form subject matter for another occasion. In the interim we have to direct attention to a letter on the proceedings of this Company, which appears in our present number. There is but one course for us to pursue, and we can assure our subscribers, as we may Mr. ABBOTT and his friends, that neither bribes nor threats will induce us to deviate from it.

THE FUNDS.

CITY, SATURDAY MORNING.

There has been considerable business done throughout the past week in both markets, Consols having fluctuated between 87½ and 88½, leaving off at the latter price, with a much firmer appearance than the market has of late assumed. In the Foreign Market, Spanish Bonds have attracted much attention, and considerable business has been done in them; and a further decline of 4 per cent., occasioned by the advices received. During the week the price has been 23½, which, however, declined to 19½, the last quotation being 20½. Portuguese have likewise undergone some fluctuation, having fallen 2 per cent., but leaving off better, as will be seen by reference to our list of prices. In other respects the market may be said to be tame; and, although shares have been occasionally inquired after, there is but little real business doing.

The British Funds exhibited much more firmness yesterday, and Consols, after some fluctuation, with a backwardness of 1-16 per cent. to 87½, they closed at the improved price of 88½ a ½ money and time. The Three-and-a-Half per Cent. Reduced Annuities are 96½ a ½; and New Three-and-a-Half per Cent. 95½ a ½. Bank Stock is 206, and India 265½ money. Exchequer Bills, at 14d. per diem, are 2 a 4 dis.; those at 2d. per diem are, on large sums, 2 a 3 pm., and on smaller 3 a 5. India Bonds are 4 a 6.

The transactions in the Foreign House have also been very extensive. Spanish Bonds opened heavily, and have been quoted at 19½ to 4; the last price was 19½ a ½ money, and 20 time. Passive are 5½, and Deferred 8½ a ½. Portuguese New Bonds have been done at 5½, but the last price is 50½. The Three per Cent. ditto closed at 33½. Colombian Bonds are 21 a ½, and Mexican 22. Dutch Stock is 53½ a ½, and the Fives are 99½ a ½. French Four per Cents. are 97½ 75.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols are now 88½. Three per Cent. reduced 87½. Exchequer Bills 14d. 4 to 2 dis.; those bearing rate of interest of 2d. per diem, being at 1 to 3 premium. India Bonds rule at 4 to 6 premium. Spanish are 20½ ½, and Passive 5½ ½, with but little business comparatively doing. Colombian are 21½ to 22½. Chili 38 to 40, and Mexican 22½.

REDRUTH, OCT. 8.—Average standard, 127½; average produce, 84½; average price, 71. 11s. 6d.; quantity of ore, 1324; quantity of fine copper, 108 tons 16 wt.; total amount, 10,194. 5s. 6d.; average standard of last sale, 128½ 4s.; produce, 74½.

WORK PERFORMED BY STEAM-ENGINES, IN SEPTEMBER, 1836.

[Taken from the official duty paper by Mr. THOMAS LEAN, of Marazion, Cornwall.]

MINES.	Engine and the Diameter of the Cylinder.	Area, sq. ft. of piston.	Stroke, in.	Revolutions per min.	Quantity of steam consumed, in cu. ft.	Power, in horse power.	Engineers' Names.
		Ins. gal.					
Consolidated	Taylor's 85 in. s	12.3	2825	74,913,857	6.67	Hocking.	
Ditto	Davey's 80 in. s	12.13	2429	67,902,111	5.67	ditto	
Ditto	Pearce's 65 in. s	16.4	1374	43,126,108	2.78	ditto	
Ditto	Woolf's 90 in. s	11.6	4300	52,803,906	7.11	ditto	
Ditto	Bawden's 90 in. s	8.3	3580	42,394,783	6.64	ditto	
Ditto	Shears's 65 in. s	12.9	749	55,366,779	2.48	ditto	
United Mines	Cardozo's 90 in. s	10.98	2942	48,467,869	6.24	ditto	
Ditto	Little's 30 in. s	12.96	680	67,739,333	9.3	ditto	
Ditto	Loam's 85 in. s	10.9	1650	74,457,362	4.5	ditto	
Ditto	Hocking's 85 in. s	12.48	1735	69,750,630	4.0	ditto	
W. Beauchamp	Weston's 36 in. s	14.5	552	26,659,730	3.18	ditto	
Ditto	Powning's 36 in. s	11.5	528	31,900,088	4.46	ditto	
Polgooth	65 in. s	635.67	9.2	1028	74,203,793	6.3	James Sims.
Charlestown U	50 in. s	173.25	10.7	648	49,617,500	4.23	ditto
Pembroke	Pearce's 50 in. s	464.05	8.0	698	37,841,355	4.9	ditto
Ditto	Edgum's 40 in. s	17.3	1094	40,177,844	6.3	ditto	
East Crinnis	Hudson's 76 in. s	523.98	12.9	2250	48,477,793	4.8	ditto
Ditto	Rundell's 41 in. s	15.0	1005	42,261,401	3.75	ditto	
Powsey Consols	Austen's 80 in. s	230.14	10.1	922	80,935,293	4.09	Petherick.
Ditto	Sawley's 24 in. s	55.2	15.2	214	47,101,680	4.6	ditto
Roche Rock	36 in. s	180.01	14.2	567	41,933,159	4.97	S. Trethewy.
Brin Tyne	36 in. s	18.65	6.45	140	26,092,586	2.55	John Webb.
E. Wheel Rose	36 in. s	180.56	3.83	312	19,079,669	5.65	N. Vivian, jun.
Wheat Vor.	Borlase's 50 in. s	13.68	2084	70,792,657	5.5	Richards.	
Ditto	Trelawny's 80 in. s	13.13	3834	61,184,172	6.9	ditto	
Ditto	Woolf's 55 in. s	16.0	1022	41,268,911	0.9	ditto	
Ditto	Cardozo's 45 in. s	18.8	1022	41,268,911	5.48	ditto	
Great Work	W. Breage 60 in. s	11.45	1005	42,261,401	4.07	Hocking.	
Ditto	Leed's 60 in. s	244.81	12.4	918	57,686,617	4.86	James Sims.
Wheat Leisure	Easton's 70 in. s	8.05	1440	—	—	Grose & West.	
Ditto	Weston's 60 in. s	—	9.55	—	—	ditto	
Gt. St. George	North 60 in. s	10.84	1728	35,331,134	5.5	ditto	
Ditto	South 40 in. s	871.6	15.74	800	48,004,906	6.0	ditto
Ditto	Devon's 70 in. s	6.2	—	—	—	4.04	ditto
Wh. Prudence	33 in. s	110.76	14.45	910	23,610,006	6.0	ditto
S. Wh. Towan	40 in. s	170.25	11.58	624	55,301,929	6.45	James Gray.
Wheat Liberty	38 in. s	423.66	15.0	1307	105,450,607	4.07	Hocking.
Wh. Relistion	60 in. s	158.31	10.4	792	44,980,477	4.4	James Sims.
Wh. Prospect	50 in. s	66.47	5.8	164	38,390,671	2.5	Grose.
Wheat Virgin	30 in. s	192.27	20.8	1014	30,960,933	5.74	ditto
Wheat Leeds.	36 in. s	192.65	13.23	486	34,698,983	4.18	ditto
Ballaswidden	24 in. s	8.76	9.7	120	29,608,522	2.68	W. Trezise.
Levant	New en. 40 in. s	26.1	9.4	205	38,228,435	2.59	F. Michell.
Ding-dong.	30 in. s	19.14	16.0	228	20,449,526	2.6	T. Bolitho.
Providence, S.I	30 in. s	150.86	16.07	546	23,671,765	9.11	J. West.

STEAM-ENGINES STAMPING ORES, IN SEPTEMBER, 1836.

MINES.	Engine and the Diameter of the Cylinder.	No. of Stamps.	Quantity of ore, in cu. ft.	Quantity of water, in cu. ft.	Power, in horse power.	Engineers' Names.
Ballaswidden	24 in. d	35	964	24	17,567,163	15.9 W. Trezise.
Charlestown U.	32 in. s	75	765	3	51,191,876	6.45 J. Sims.
Wheat Kitt	32 in. s	54	758	3	55,296,544	0.46 ditto
Wheat Vor.	24 in. s	34	581	24	17,494,860	18.0 Richards.
Ditto	27 in. d	48	1134	24	19,202,758	17.6 ditto
Ditto	16½ in. d	24	—	—	—	ditto
Ditto	24 in. d	35	—	—	—	ditto

Average height which every head lifts in nine inches—9.

STEAM-ENGINES DRAWING ORES, IN SEPTEMBER, 1836.

MINES.	Engine and the Diameter of the Cylinder.	Quantity of ore, in cu. ft.	Quantity of water, in cu. ft.	Power, in horse power.	Engineers' Names.
East Crinnis	Rundum's 41 in. s	326	2846,12	750	3,920,411 J. Sims.
Ditto	1062,87	140	1062,87	780	3,553,922 Ditto.
Pembroke	Edgum's 40 in. s	248	1250,96	960	2,906,455 Ditto.
Ditto	Taylor's 85 in. s	330	1309,25	634	15,096,404
Ditto	Davey's 80 in. s	318	9708,06	637	12,034,530
Ditto	Pearce's 65 in. s	155	8044,00	664	20,946,075
Consolidated	Elveon's 40 in. s	476	8034.9	687	—
Ditto	Deeble's 70 in. s	190	8256,72	732	11,001,762
Ditto	Woolf's 90 in. s	282	7678.84	871	10,040,716
Ditto	Bawden's 90 in. s	125	3335.4	743	11,066,698
Ditto	Shears's 65 in. s	72	331.6	657	—
United Mines	Hocking's 85 in. s	223	6835.78	620	11,119,418
Ditto	248	7241.7	713	12,644,804	—
Charlestown U. M.	—	212	3028.8	1120	12,433,554 J. Sims.

PROCEEDINGS OF PUBLIC COMPANIES.

RIO DOCE COMPANY.

A meeting of the proprietors was held on Thursday, the 20th inst., at the City of London Tavern.

J. F. HARRISON, Esq., in the chair.

The Report of the Directors having been read, which, from want of space, we must necessarily defer until next week, a general conversation ensued on the prospects of the Company, in which Mr. Humphreys, the Engineer, Mr. Sturz, Mr. Saunders, Mr. Hooper, and other gentlemen, took part, but which was occasionally of so desultory a nature, that a summary of the information elicited, as well as a brief report of the proceedings, may be deemed more satisfactory than following the several gentlemen in their remarks, to do which, in truth, would be somewhat difficult. We would suggest to proprietors, in future, to address the chair, and be less conversational upon such occasions, as business is better gone through and with more order and regularity. On this occasion (although a slight difference of opinion, and that indeed very slight, for we believe there were only three dissentients), the best feeling pervaded the Meeting, which separated as it met, in good humour, and if not perfectly unanimous, very nearly so.—This may be judged from the circumstance of the mover and seconder of the amendment having actually voted for the original motion, affording the best proof of the convincing arguments used by Mr. Humphreys, and other gentlemen connected with the undertaking.

A resolution having been proposed that the report should be printed, it was stated by Mr. Sturz, that of the 10,000 shares into which the Company was divided, 2500 shares had been appropriated to parties in Brazil, which had been eagerly taken by them, and that of an additional 500 shares had been sent to Brazil; these, however, had not been wholly taken up, as some doubt existed as to the course which, with respect to the prosecution of the work from the nature of the advice received, would be pursued by the London proprietors; but so satisfied was he that the determination of the Meeting then held to carry on the undertaking would have a favourable effect with the parties in Brazil that he hesitated not in stating that 5000 instead of 500 shares would be readily taken, so anxious were they to have the project carried fully into effect well satisfied as they were of the beneficial results which must attend its completion. Mr. Sturz, in reply to the observations of a proprietor as in the good faith of the Brazilian government, observed, that no one instance could be furnished in which they had not strictly adhered to any covenant or agreement entered into, and that with reference to the case of the Imperial Brazilian Mining Company, which had been adverted to by the proprietor, it must be known to all present that the 25 per cent. duty paid by that Company was in accordance with the agreement entered into with the Brazilian government: and although concessions more favourable might since have been made to other Companies, and which, if done in this instance, would be an act of generosity on the part of the Brazilian government, it was too bad to urge that the government exacted, where they only took that which was their due. In closing his remarks on this point, he defied any party to deny the accuracy of the statements he had felt called upon to make. He further observed, that by the Company availing themselves of that part of the river Doce, 150 miles, which was navigable, it would avoid the present expensive and tedious journey which now had to be performed over land, of 6 to 700 miles, which the Company would secure to themselves a monopoly for that line of transit. In the course of the proceeding, an amendment was proposed by Lieutenant Brothers, to the effect that the Company should be forthwith dissolved, and the funds in hand divided; urging as a reason that he could not see how the Company could succeed, as the shares were at a discount: sagely concluding therefrom that to succeed ultimately, the shares must at this moment necessarily be at a premium.—The amendment having found a seconder, although, as we have already observed, both parties in the end voted against it. Some observations were made by Mr. Saunders, and others on the absurdity of the proposition advanced by Lieutenant Brothers (who, by the bye, complained sadly that, in the Danube and Mayne Canal Company, he no sooner paid a call of 2l. 10s. per share, than he found the price lowered in the same proportion; and thus he had come to the conclusion, that this Company—and we presume he meant all others which were at a discount, whether nominal or otherwise—ought to be abandoned), and in the end the original resolution was carried unanimously.

A question arose as to the Rio Doce being navigable for any, and to what extent. Several observations were made on the report of Messrs. Stephenson and Brunel, in which Mr. Humphreys, the engineer of the Company, took part. It appeared to be the opinion of the meeting, that the conclusions at which Messrs. Stephenson and Brunel had arrived were hasty and premature; that assertions had been made by them, and inferences drawn, which were at variance with facts; that they had declined meeting Mr. Humphreys, to enter into the merits of the case; and it was even hinted by a proprietor, that a question arose in the minds of many, whether Mr. Stephenson had ever furnished one observation to the report to which he had attached his name. It was also observed, that there was some doubt as to the competency or propriety of parties giving an opinion on the practicability of a scheme without ever having visited the spot, or possessing the slightest knowledge of its localities, but from data, the accuracy of which they had not the means of testing; it having been asserted that of the 150 miles already referred to, 110 were not navigable: this was met by a decided negative on the part of Mr. Humphreys, as was also the statement of a proprietor, that in many places there were only 6 inches water, Mr. Humphreys stating that in a season peculiarly dry the most shallow place gave 13 inches.

It appeared that there is now about 9000l. in hand, so that no immediate call will be required, as the funds are ample for the purposes of a complete survey; and that should it be found impracticable to navigate the whole length of line, as originally contemplated, it will then be for the Directors to confine the objects of the Company to that part of the river which is navigable, being 150 miles: as, by so doing alone, much advantage must accrue to the association from the rights they would possess, and the value of the land and timber which would belong to them, by virtue of the charter granted by the Brazilian government.

The following resolutions were carried unanimously; and thanks having been voted to the Chair, the meeting adjourned.

That the very satisfactory report of the Directors now read, be printed and circulated with the charter among the shareholders, for the information of those who are not present at the meeting.

That the best thanks be given to the Directors for their very able and economical management of the affairs of the Company, and that it be agreed to assure them of its unlimited confidence in their future management.

That the thanks of this meeting be given to Mr. Sturz for his very active exertions in Brazil for the benefit of this Company, and for the policy and conciliating conduct he has pursued, by which he has acquired the good-will of the Brazilians in general, and the confidence and esteem of their government.

We refer our readers for further information as to the objects of the undertaking, to some extracts from Mr. Sturz's pamphlet, which will be found in another place.

The meeting was highly respectfully attended, and many large proprietors were present, who took an evident interest in the proceedings of the day.

SANDWICH HARBOUR AND RAILWAY COMPANY.

A highly respectable meeting of the subscribers to this undertaking was held at the London Coffee-House on the 18th inst.

Sir THOMAS TROUBRIDGE Bart., in the chair.

Sir ROBERT SYDNEY having announced to the meeting the sudden illness of the engineer, Mr. R. W. Cundy, the proceedings were necessarily far more limited than had been contemplated, several questions which were mooted requiring replies which could alone be given by one so well informed on the subject generally as that gentleman.

A question having been put by a proprietor, as to the estimated cost of the work, and whether it was proposed to construct a Harbour and a Railway jointly; and Sir JAMES COCKBURN having expressed his opinion that the prospectus should be read, the Chairman observed that the meeting were under a disadvantage from the circumstance of the indisposition of the engineer, he would, however, read the prospectus, from which we gathered, that the cost of the projected work was 1,800,000l. The gallant Chairman expressed himself as being of opinion that the forming of a Harbour at Sandwich was of the first consideration, and he strongly recommended the adoption of the line of railway as proposed, avoiding as it did all tunnelling and deep cuttings. It further appeared from the observations of the Chairman that he much doubted the possibility of the South-Eastern Kentish Railway Company carrying their project into effect, and in such the Company must succeed, as no better terms for a railway could be found than at Sandwich.

Mr. HUGHES presented himself to the meeting, observing that this undertaking was only an act of piracy, attempted in consequence of another

Company, viz. the Kent Railway Company, having previously occupied the ground. This gentleman entered very fully into the subject, and we have only to regret want of space on the present occasion precluded the insertion of the remarks made by him. Much discussion ensued as to the merits of the undertaking, and the advantages assumed to be possessed by other parties; but as the resolutions passed afford the best report of the opinions of the proprietors present, we shall thus briefly conclude our notice of the meeting, by recording them as follows:—

Sir JAMES COCKBURN said that, as he understood the matter, there appeared already to have been two lines proposed, the one being the South Eastern, and the other the Kent Railroad. In the former case the bill had been passed; in the latter the promoters had lost their bill.

The CHAIRMAN observed, there could be no doubt that every person then present had a perfect right to advocate his own interest; but it should be recollected, that after all no line could be carried into effect without a bill being first carried in Parliament; therefore, if one line was likely to fail from the numerous tunnels which they might be compelled to make, or from other causes, he could not see why the plan of another engineer, for another undertaking, should not be listened to.

Mr. GROVE PRICE moved the first resolution, which was seconded by Lieutenant Stewart, R. N.:—

"That it is the opinion of this Meeting that a harbour at Sandwich, for all the purposes of refuge and commerce, with docks, is most desirable; and that it appears to them that the line of railway through the centre of the county of Kent, proposed by Mr. Cundy, to connect this Harbour with London, is the best that has yet been before the public."

Mr. ANDREWS proposed the following amendment, after the words "appears to them":—

"That the plan now submitted to this meeting is uncalled for and unnecessary, inasmuch as the several towns enumerated in the motion now before the meeting, are provided for by the Kent Railway; except as to the construction of a harbour at Sandwich, which can be carried out by a separate undertaking."

After some conversation, the amendment was put, and negatived.

The next resolution was, that a committee be appointed to act, and that the committee be composed of the following gentlemen; viz.:—The Right Hon. Sir George Cockburn, G.C.B.; Sir James Cockburn, G.C.H.; Sir E. Owen; Sir T. Troubridge, Bart., M.P.; S. Grove Price, Esq., M.P.; John Capel, Esq.; John Campbell, Esq., H. Kingscote, Esq., Amsink, Esq., Warwick Weston, Esq., John Williams, Esq., Benjamin Wood, Esq., Lieutenant Stewart, R.N.

Lieutenant STEWART proposed a vote of thanks to the honourable and gallant chairman, for his impartial and spirited conduct in the chair.

This motion was seconded by JOHN MONRIEYAN, Esq., of Sandwich, and carried by acclamation.

The CHAIRMAN returned thanks, and the meeting separated.

HULL AND SELBY RAILWAY.

The Report of the Directors of this undertaking is now before us, from which it appears that every exertion is being used to perfect the objects of the Company with the least possible delay. The engineers of the Company, Messrs. Walker and Burges, of London, are now employed in staking out the line, and making the necessary preparations for purchasing land; and contracts for the work will, we are given to understand, shortly be advertised. From the statement contained in the Report, we gather that the Act of Parliament has been obtained at a moderate expense, when the opposition encountered in the Houses of Parliament is considered (more especially from one landed proprietor), the expenditure being about £10,500; the balance in hand of £26,000 renders it unnecessary for the Directors to make a call during the present year. Although the line is not thirty-one miles, it may be considered as perhaps one of great importance, connecting as it does the Eastern and Western coasts of England by railway communication between Liverpool and Hull, through Manchester and Leeds, and the extensive and densely-populated manufacturing districts of the West Riding of Yorkshire and Lancashire.—Lord Wharncly, who was the Chairman of the Committee of the House of Lords upon this Bill, and Mr. Bethell, one of the Members of Parliament for the East Riding of the County of York, and Chairman of the Committee of the House of Commons, have expressed themselves as highly favourable to the measure. Not to advert to the increasing trade of Hull, we may observe there are, in addition to the numerous steam-boats on the Humber, Ouse, and Trent; six steam-vessels engaged in the trade to Hamburg; two of large dimensions are building for the St. Petersburg trade; there are also steam-boats to Rotterdam, Dundee, Leith, Newcastle, Whitby, Lynn, Yarmouth; and six vessels are also engaged in the trade to London, conveying about 3000 passengers weekly, while it is fairly calculated, that the number of strangers visiting Hull is at least 1000 per day.

NATIONAL BRAZILIAN MINING ASSOCIATION.

A report has been printed and circulated by the directors of this company, with the view of placing before the shareholders "a succinct history of the last year's labours, combined with a statement of the present condition and future prospects" of the undertaking. The directors in their introductory remarks observe, that "the great bulk of the shareholders, occupied with other pursuits, or but little conversant with mining details, have not availed themselves of the facilities afforded" by the access which they might have to the original reports and drawings at the office of the company. When writing this the directors must have lost sight of the *Mining Journal*, in which we believe that all the reports are copied *verbatim*, and thus become generally circulated. However, much credit is due to them for the brief narrative they have given of past labours and future prospects, and thus putting the proprietors in possession of information for their guidance. It will be our endeavour to carry out the object they have in view, and we shall therefore give a brief abstract of the report referred to. It appears that that part of the Cocoes mine called the "Ragao" contains fourteen auriferous veins.

The principal of which have been worked from the surface of the mountain to the level of the water, and extended upon horizontally at that level. The former proprietors contrived to get down about eighteen feet below the level of the water, and seven excavations upon the richest veins were made to that depth. These were effected by means of hand labour, and many difficulties must have been encountered without machinery to arrive even at this insignificant depth. The veins which formed the object of these gigantic labours of the former proprietors are thus noticed by Messrs. Macdonnell and Waller, in January last:—

"At Cocoes the largest vein is said to be that of the Cachorinho—we have never seen it, as it is under water.—It is one of those we expect to reach from Macdonnell's shaft.—It is said to be nine feet wide, and the inner or richer part of it about two inches. The other veins of the Ragao are said to vary from eighteen inches to two and three feet."

The seven excavations referred to, with their contiguous works, may be called the heart of the mine, and from which was extracted for many years much of the large produce to which it owes its celebrity. To reach these parts in depth, and to drain them so as to be able to work on the veins whence the former proprietors were driven by the water, have been the objects towards which have been directed the greatest efforts of the association.

In the director's report of last year, it was stated that a shaft had been sunk 200 feet from the surface. At this depth two auriferous veins were intersected, from which were taken very favourable samples of gold. Upon attempting to sink upon these veins, the water became so quick as to render every effort abortive, without the application of greater mechanical power than that employed. A pumping engine, with a twenty-foot wheel, was accordingly applied, and a tunnel at a depth of 210 feet to the length of 115 feet, with the view of obtaining additional power. During the progress of this great work, the foundation of a large reservoir, five miles from the mine gave way. This occasioned a stoppage of some of the works, and a very considerable expense. A new and better foundation has, however, been obtained, and the repairs been nearly finished.

The tunnel having been completed, the engine was set to work. By this arrangement, the miners were enabled to sink a shaft sixty feet below the deepest workings of the Brazilians, and at this depth the association have commenced a cross-cut, to intersect the auriferous veins under the seven excavations already mentioned. The distance from this cross-cut to the first lode, in which these veins run, is 180 feet; from the second, 240 feet. Of this distance sixty-six feet were completed by means of the small pumping-engine. A very powerful engine has since been brought into action, which is worked by a forty-foot wheel, by which the water had been entirely mastered, and the miners were making rapid approaches towards the veins at a further depth of sixty feet.

The directors observe that—

The difficulties which have been encountered in opening the mine have, with some, been mistaken for the failure of the mine itself; whereas, in point of fact, the part upon which the contract was made, and upon which the directors always founded their expectations of produce is, as every shareholder may see on examination, as untouched and untried as it was the day the association took possession of the Cocoes property.

Many other works are also carrying on in different parts of the estate. By the cultivation of a very small part of the Rota agricultural estate, it appears that ample provisions had been raised for the use of the mines.

The completion of the machinery, tunnel, and large reservoir, will very much lighten the heavy expenses of the association; and the directors expect this year to be able to reduce them below 15,000l., without injury to the efficiency of the establishment.

The directors direct the attention of the shareholders to the circumstance of a considerable sum remaining unpaid on the capital called for, which had brought the directors under great personal responsibilities, which, under no circumstances,

ought they to have been allowed to incur; and still less when it is remembered that their services have been gratuitous, and when the facts preceding the engagements of this association to work the Cocoes mines are taken into consideration.

After adverting to the openness and candour which pervaded the whole of the proceedings of the directors, having nothing to exaggerate—nothing to conceal, the directors state, that having incurred responsibilities,

They have, therefore, determined to avail themselves of the conditions on which the shares are held, to cancel all upon which the calls are not paid, on or before the 31st of October, instant.

The report, after stating that this extension of time is an act of indulgence on the part of the board, who are anxious that no shares should be forfeited, and that the advantages which they anticipate should be divided among those who have contributed the means of bringing the mines into a state of productiveness, thus concludes:—

The undisguised manner in which all communications have been laid before the shareholders as stated at the beginning of this report, appears to render useless, for any practical purpose, a public meeting of the shareholders, as the directors have nothing to communicate which is not, or may not be, readily known to every shareholder; but should the proprietary be of a different opinion, the directors are willing to call a meeting, upon the requisition of any twenty shareholders, the *deus ex machina* proprietors of 300 shares.

The large stake held by the directors and their friends renders superfluous the assurance that the affairs of the association will be superintended with the most vigilant and anxious solicitude.

MINING CORRESPONDENCE.

ENGLISH MINES.

ROCHE ROCK MINING COMPANY.

Oct. 17.—The winze from the fifty to the sixty fathom level has been holed, it increases the ventilation, and answers the other purpose for which it has been sunk. The pitches at the back of the sixty fathom level, on both the north and south lodes, continue to equal our expectations in producing good work for tin. The fifty fathom level east is at present hard on the north lode, but the pitch on the same lode, about fifteen fathoms west, at the back of the same level, is improved both in the nature of the ground and the quality of tin which it produces. The back of the thirty and forty fathom levels are at present in satisfactory tin ground. The other parts of the mine are the same as last reported. S. ROBINS.

BRITISH TIN MINING COMPANY.

Great Wheal Venture, Oct. 17.—We have commenced sinking Fagan's winze by six men, and find the underlay just as stated in a former report; but it appears to be taking a more northerly direction in depth than it has in the twelve fathom level, which accounts for our not having it at the twenty-two cross-cut. The ground in the winze is moderate, and the water not very quick. From the appearance of the ground here I have reason to hope we shall soon meet a change in the twenty-two cross-cut; driven this week about four feet. No particular change has taken place in either of the ends since my last report. J. BRAY.

ST. HILARY MINING COMPANY.

Oct. 15.—Wheal Leads New Engine-Shaft.—We continue to sink this shaft to the fifty—the ground is rather more favourable. Forty Fathom Level East.—We have not taken down any of the lode since I last wrote—the ground in the end continues much the same. Forty Fathom Level West.—We shall not be in a situation to commence working on the ore ground between the thirty and forty before Monday; the men will not have completed their contract till then. C. N. BEATER.

REDRUTH UNITED MINING COMPANY.

Oct. 17.—The lode in the forty-four fathom level east of the engine-shaft is about five feet wide, producing good stones of tin ore. The lode in the said level west of the aforesaid shaft is small and poor. The lode in the twenty-two fathom level east of Gooding's shaft is about three feet and a half wide, producing good work for tin ores. The lode in the winze west of Cock's shaft, and in the rise against the said winze, is about three feet wide, producing tin ores each. The lode in the twelve fathom level east of Gooding's shaft is large, but poor at present. The lode in the thirty-two fathom level west of Cock's shaft is about three feet wide, producing tin ores. We shall sample this day fortnight (the 31st inst.) about 4000 sacks of tin stuff. At Buckett's the lode in the thirty-two fathom level east of Buller's shaft is about one foot wide, producing good stones of copper ore. The lode in the said level west of the aforesaid shaft is about one foot and a half wide, not rich. The lode in the winze, bottom of the twenty fathom level, is about one foot and a half wide, producing tin and copper ores. In the twenty fathom level cross-cut we have hard cap; we expect we are near the lode. At Clijah the lodes in each level are small and poor. RALPH GOLDSWORTHY.

NORTH CONSOLS MINING COMPANY.

Oct. 17.—Within this last week our sumpmen have been fixing the tin-lift in the cistern at the thirty-four; with due attention and care we have been so fortunate as to get the water in fork before this morning. In the thirty-four east from Letcher's shaft we have been cutting north and south through the lode—we find it very large and coarse. Driving the sixteen north from Little Whim-shaft we have not cut any branches the last fortnight. The lode in the winze in the bottom of the ten, at Williams's shaft, is a very good size, and produces a small quantity of yellow ore. Still driving the new adit southward: not cut any lode or branches for the last fortnight. We have sunk on winze in the bottom of the deep adit as far as we could for the water; the lode is fifteen inches wide, composed chiefly of spar, particles of mundle and ore. We have begun to sink another winze seven or eight fathoms east—the lode is of much the same appearance. Driving the twenty-four east from John's in this level, we have been driving on the south part of the lode. Barkle's shaft is down to this level, and will be holed before tomorrow morning: we shall then drive north and south through the lode, and also drive east under Stephens's bottoms. We have a pitch of a very promising nature going down this time in the eastern part of the bottoms. Sinking Williams's shaft under the ten on the great lode; we are down as deep as we can go for the water, and have removed the men to draw the water out of Williams's downright, so that we may draw east and west on the Contra at the twenty fathom level. The men who were driving to cut the north branches are removed to sink a winze in the ten fathom level east of Williams's, on the Contra lode. The lode is about two feet wide, composed of spar, peach, sack, and a small quantity of yellow ore. We are clearing the twenty east from Sump-house shaft, in the old men's guanoes; here we expect to find some good tributaries' ground, as the shallow levels over have proved to that effect. We have holed the little grass-shaft in three lodes and branches, and are now clearing away the old stuff, and making room for the tributaries to bring away their ores. We have twenty pitches now working by the tributaries, the particulars of which I have before sent you; the men are working very regularly. The quantity of ore no man can tell till nearly the close of the time. THOMAS TIPPETT.

NEW SOUTH HOOD MINING COMPANY.

Oct. 15.—The deep adit has been driven north this week about four fathoms and a half—the ground favourable. We have found a branch of South Hood lode running through it, containing spots of lead. We have also intersected in driving an east and west copper lode about six inches thick, rank with mundle. There are from thirty-five to forty fathoms yet to drive to cut South Hood lode. The winze has been sunk this week one fathom and a half, and there are two fathoms more to sink to reach the proposed level—the water rather quicker. South Hood lode, or a part of it, has passed through the winze since my last report, but went out of it after sinking about two days; the lode at this spot appears to have been divided; its appearance there was much more promising than it has been before. I send in box by coach early to-morrow morning, addressed to Mr. Toplis, 27, Poultry, specimens from the winze and adit level. The stone of mundle in from the copper lode before alluded to. J. E. BLEWETT.

BORRINGTON PARK MINING COMPANY.

Oct. 15.—I have pleasure in finding, since my last visit at the mine, that a discovery has been made in the adit level of a rich course of lead and silver, the produce for lead 70 per cent., and for silver about from thirty-five to forty ounces in the ton of ore. The course of lead lasted for about twelve feet in length on the course of the lode, and about twelve inches wide, of the most promising appearance; at present the lode continues eighteen inches wide, with a leader of lead six inches, and there is every indication of its again opening to its former scale. This is certainly a discovery of a very high character, and the lode is such as to warrant every outlay and exertion in its pursuit. The machinery is all ready for shipment at Hayle, but the weather for the last ten days or a fortnight has been so boisterous that no vessel can be got to run down the coast. At present the storm appears to have gone by, and I trust in the course of another week we shall be able to charter one to fetch the whole round from Hayle. J. MALACHY.

WHEAL SISTERS MINING COMPANY.

Oct. 17.—I have to inform you that we are driving the twenty fathom level east, the lode in which is not so big as last reported, though equally promising in appearance. We are still sinking a winze from the adit to the ten fathom level, and when finished shall again drive those ends on the course of the lode. J. FARROTT.

FERRAN CONSOLIDATED MINING COMPANY.

Oct. 17.—The lode in the shaft sinking at West Wheal Hope continues large, and producing some stones of lead, the tributaries here at this part have a fair prospect of doing well; those also employed at Mudge's lode are getting good wages. The ground in the south cross-cut at present is rather hard and wet. At Rose, in consequence of the late rains, we are obliged to suspend our shallow operations. The time fixed for working the engine is the 29th inst., provided the necessary castings are forwarded, as promised, by Messrs. Harvey and Co. H. ROWE.

HOLMBUSH MINING COMPANY.

Oct. 17.—I beg to inform you that we have had no alteration worthy of communicating in any of our levels since last report. The sixty-two and thirty-five fathom levels are still very productive. We have 100 tons of ore, of good quality, at Cotechale Quay, waiting the arrival of the first vessel; and in consequence of the weather having moderated, may very reasonably calculate upon shipping it this week.

JAMES LAW.

ALBION MINING COMPANY.

Oct. 16.—When Liberty engine-shaft will be sunk to the intended depth of eleven fathoms by the middle part of next month, under the sixty fathom level, at which depth we shall commence cross-cutting to cut the lodes. The sixty fathom level east on the caunter produces a little ore; the lode is large, and has a promising appearance. The forty-seven east on the caunter produces about two tons and a half per fathom. The rise in the back of this level is about one ton and a half per fathom. The forty fathom level east, on the caunter lode, produces near two tons per fathom. The lode in the rise in the back of this level is three feet wide, and produces about a ton and a half per fathom. We see little or no alteration in the thirty fathom level since our last report; our pitches generally through the mine look fair. Nicholson's shaft is sunk below the adit four fathoms three feet. We find the ground favourable for sinking.

JOHN MIDDLETON.

UNITED HILLS MINING COMPANY.

Oct. 16.—Diagonal Shaft.—In this shaft the lode is from four to five feet wide, producing some ore of a good quality. Twenty-five Fathom Level.—The lode in the eastern end of this level is three feet wide, with stones of ore. In the western end the lode is four feet wide, eighteen inches good for ore. Adit Level.—In the western end of this level the lode is six feet wide, with ore of a low quality; the pitch in the back-ore looks well. In the eastern end the lode is about two feet wide, with stones of ore. Pitch in the back-ore still continues very good for ore. Ten Fathom Level.—The lode in the eastern end is about three feet wide, with a kindly appearance. In the western end we have some good branches of ore, and looking much better than at our last report. The pitches at this level continue to produce a fair quantity of ore. Twenty Fathom Level.—In the western end of this level the lode is four feet wide—good for ore; also the pitch in the back-ore. In the eastern end the lode is about three feet wide, and looking more kindly than it did last week. Twenty-seven Fathom Level.—The lode at this level is from two to three feet wide, producing some stones of ore, but not rich. Thirty Fathom Level.—In driving north at this level we have cut a lode about eighteen inches wide, with stones of ore. East of Diagonal shaft the lode is from three to four feet wide, with a very promising appearance. Thirty-five Fathom Level.—In the cross-cut north of Turtin's shaft the ground continues much the same for driving as for several weeks past; we can report no alteration in the lode at this level driving east of Turtin's. We have this day sampled thirty-six tons of copper ore in five parcels. C. PENROSE.

SOUTH WHEAL LEISURE MINING COMPANY.

Oct. 16.—We are going on with the sinking of the engine-shaft, as well as can be expected, the ground being by no means unfavourable. The lode in the eastern end, at the fifteen fathom level, is two feet wide, composed of spar, muddle, and a little ore. At the same level driving west, the appearance of the lode is much the same as that going east, excepting not quite so wide. We have still in the winze, sinking from the adit, a large and promising gozzan, much the same as reported last.

R. ROWE.

EAST CORNWALL SILVER MINING COMPANY.

Oct. 17.—On Saturday last, as proposed, the new water wheel commenced working at Flap Jack, and we shall sink that shaft with the utmost speed below the ten fathom level, and as we have sufficient power for draining that part of these mines, we shall continue driving the ten fathom level (where the specimens of silver were extracted) east on the silver lode into Mexico, and we hope with considerable advantage. We are driving the forty-five fathom level west of the engine-shaft (and also east), to get under the ground which is so promising for yielding copper ores, and from which some very fine stones were broken, in the level above, near Malachy's shaft.

WILLIAM PETHERICK.

REDMOON CONSOLIDATED MINING COMPANY.

Oct. 17.—Having completed the building of the bob-stand at the engine-shaft we have resumed our underground operations. The twenty fathom level driving west of the engine-shaft, on a part of Trelease's lode, is promising; the lode, which is at present divided, is composed of three or four branches of quartz and muddle, containing very fine stones of copper ores. At Johnson's shaft, the forty fathoms level (which is now about three fathoms from the shaft) is being extended as fast as possible east to cut the silver lead lode. We have done nothing on that lode at the thirty fathom level during the past week, owing to a run occasioned by the accumulation of water in that part of these mines, but we shall resume working them this evening.

WILLIAM PETHERICK.

FOLDBREEN MINING COMPANY.

Oct. 15.—At Stalby's engine-shaft we are getting on successfully in cutting the whim plat at the fifteen fathom level. At the Flat-rod engine-shaft, I have the satisfaction of stating that yesterday we cut the lode to the east of the cross-course (twelve fathom level), which has presented a very encouraging appearance, being about six inches wide, very rich for tin. In the western end, driving on the lode, we also consider it to be improving, having broken this week some excellent stones of tin, mixed with muddle and copper, of a larger size than heretofore at that level. All other parts of the mine remain much the same as noticed in my last, being still desiring the lode at Thomas's, and also at Wheal Harriett with the tributors.

R. ROWE.

EAST WHEAL STRAWBERRY MINING COMPANY.

Oct. 17.—At Orchard we have opened the twenty-four fathom (or bottom) level, where we find the lode large (three to four feet wide) very promising, and producing good stones of tin; the lode in the sixteen fathom level is also productive; the pitches at that part of the mine are looking very well, and we hope to keep the water-stamping machinery (as well as the steam-stamps when completed) in constant work. We are getting on tolerably well in sinking Corner-shaft, and we hope in the course of six weeks or two months to open the twenty-five fathom level on some profitable tin ground on Trewithen south lode.

WILLIAM PETHERICK.

TAMAR SILVER LEAD MINING COMPANY.

Oct. 17.—We expect that we have cleared the thirty-five and forty-five fathom levels southward, nearly to the ends. These levels have been filled to the back for a great length. We are also making good progress in clearing the seventy-five and eighty-five fathom levels in the same direction, after which we shall proceed to clear the fifty-five and sixty-five fathom levels. When these are completed we hope to make considerable progress in laying open additional productive ground, which there appears every reason to expect. At present the steam-whim is almost wholly employed in drawing the old stuff from the levels and the tributors' ores. We expect our first sampling of ore to take place at the end of the month.

THOMAS PETHERICK.

CORNWALL GREAT UNITED MINES.

Eastern District, Oct. 13.—Since my return I have been underground at the different places, and find our mine very much improved. We are breaking work very much faster than before, and of a much better quality. In driving west by the lode at Wheal Jenkin, we have been obliged to shoot several holes in it, which we find to be a very good work. Crease's shaft is beat through to the adit level—we are cutting a plat—after that is finished we shall drive west on the course of the lode. The lode in Wheal Prosper adit is very large and kindly, but rather poor. The wisest sinking below the shale adit at Wheal Julia is very good indeed, and the air very bad. I have put six men to raise against it so as to have communication as quick as possible; the lode in the deep adit is very promising, and producing very good work; we are obliged to stop the stapes in order to raise against the wisest. Hullock's cross-cut is not holed to that shaft, but we are expecting to do so every hour. We have cut through the lode in Greenhill's adit, it is six feet big, very kindly, and tiny; we are driving west by the side of it to get so far west as Trelease's sink; we shall then drive a cross-cut north to cut that lode, also again cross-cut Greenhill's lode. All our underground workings are going on well.

JAMES CLYMO.

St. Agnes District, Oct. 10.—I should have sent you a report last week, but nothing occurred in the mine worth mentioning, except our having holed from Owen's shaft to the cliffs; we now have sufficient air for extending levels, sinking the shaft, &c., and a fine receiver for the stuff. We have not as yet communicated with the deep adit on Claridge lode; the shallow end or level on this lode is looking very kindly, and although shallow, is producing good tin stuff, but not in large quantities as yet. The wisest in the bottom of this level is also producing saving tin-work, fifteen to eighteen inches wide, and very promising. The deep adit on Heron lode is also looking kindly, the lode about one foot wide, composed of muddle, jack, iron, gozzan, and tin. I should judge from its appearance that we have something good here on this lode. The middle level on Heron lode is still kindly, and the lode large, but not rich. The recent showers are rather against our sinking the shafts, by causing a great increase of water, but I hope shortly to communicate from both Heron and Claridge shafts to the levels. We have not as yet cut the lode in Concanen's shaft.

JOHN BENNETT.

EAST WHEAL BROTHERS MINING COMPANY.

Oct. 17.—Since my last report the new engine-shaft is squared to the adit level, where we have commenced cutting a plat. The lode east of Bennett's shaft is about three feet big, very kindly, with white iron, muddle, copper, &c. The various offices on this mine are in a state of forwardness.

J. PARROTT.

ST. NEOT AND ST. CLEER CONSOLIDATED MINES.

Oct. 15.—Since our last visit of the directors has occasioned a minute survey of our progress and prospects, which are most satisfactory. At Gonzen, in consequence of the heavy rains, we have more water in the Puncbowel shaft; but as the adit is nearly up, we shall very shortly let the water down and hole to the shaft. The lode in the deep west adit, referred to in our last, is full fourteen feet big; on one side is a tin lode, yielding fair work; the remainder we find to be a very large lode of manganese, which, as far as we have yet proved, it bids fair to yield a great profit to the company. We have not yet ascertained the quality of the dressed sample, but if the lode hold to its present size, we may fairly say we can break any quantity of it. In Charles's shaft we expect to cut the lodes north and south daily, and have cut a branch of tin in the north end of most encouraging quality. We have erected a furnace for ventilating the north deep adit, which we find to answer very well, and greatly to expedite this desirable work, which was proceeding slowly for want of air. The end is full of branches, but we do not expect to cut John's lode till next month, unless the underlay should be less below than above. At Tin Hatches some hindrance has occurred from water, but which we shall be able to overcome with the assistance of a small lift attached to the whim now erecting, and which will be complete in a day or two. The adit is in near forty fathoms, but not near enough to drain the works; when completed it will give us upwards of thirty-five fathoms back. The different underlays of these lodes will bring some of them together above the adit, from which we may fairly anticipate good results. At Wheal Bank we are also preparing a whim, which will enable us to carry down the shaft to the proposed depth of twenty fathoms, when we shall put in a powerful wheel, by which we shall proceed to work the copper lode. No material alteration has taken place in the other sets. Our twelve heads have constant employ, and the stuff is still waiting; but the carpenters having been engaged in getting up the two whims above referred to, our large stamping wheel has been delayed. We have three tons of tin ready for sale, but as there has been a drop in the market, which we think is temporary, we shall defer selling for a few weeks, when, as more is in a forward state, we shall add to the quantity.

U. ROWE.

TRELEIGH CONSOLS MINING COMPANY.

Oct. 16.—We have this week sampled, just as we calculated, twenty-one tons of ore, and have begun to make a new pile, which will exceed in quantity and quality, in a much shorter period. We are sinking the engine-shaft with spirit, but I fear shall not get down to the twenty fathom level against next setting day; the ground is hard, and the men complaining against the price. In the ten fathom level east and west from this shaft, each end is looking well; the lode in the west end is eighteen inches wide, all saving and good work; whilst in the east end the lode is twelve inches wide, equally good; and I have no doubt in the level under this we shall have a good lode. At Williams's we have begun to sink under the ten fathom level, and have resumed driving west on this part, but what has been done has made no material alteration; the lode is kindly, although not large. We are continuing the cross-cut south from this shaft towards the south lode, and expect to cut it in three or four fathoms driving. We have, to our disappointment, not seen that part of Maria lode which presented itself at the adit level. In Wheal Shauger we are driving to cut the lode, which we hope to accomplish this month. At Wheal Christo we are sinking the shaft slowly; the ground is hard, yet we mean to continue it until we are six feet under the old men's workings, at the ten fathom level to the east.

W. SINCOCK.

WEST WHEAL JEWEL MINING ASSOCIATION.

Oct. 17.—Buckingham's shaft is now clear about nine feet below the shallow adit level, and we have cut bearer-holes to sustain the weight of the pumps, which we shall drop to-morrow, preparatory to working the engine, which may be found necessary in the course of the week. The shallow adit is now cleared ten fathoms south of Buckingham's shaft, towards the Great Wheal Jewel lode. We have discovered a lode going east this week; it is a beautiful gozzan, and is what they called Buckingham's lode. Having finished opening the ground on the wisest west of Quarry shaft, we have begun to sink by the side of the lode, leaving the lode standing, as we can get on faster, after which we can take down the lode better, and save the ore cleaner. Morcom's shaft is about seventeen fathoms from the surface. There are good stones of copper ore coming up among the stuff. We have commenced sinking Wilkinson's engine-shaft on the great gozzan lode at Rose-luby; it is about two fathoms deep, the gunnies three feet wide, and all the lode carried away for that width; it is about perpendicular, and speedy for sinking, therefore we hope to be down ten fathoms in a fortnight from this time. The shallow adit is cleared and repaired west of Roseboldy shaft ten fathoms. We think it necessary to clear it as far west as the old mine called Wheal Vogue. It lies in an elvan strata of ground, and all the accounts of it being favourable, we think it important to get to it speedily.

MATTHEW WILLIAMS.

BRITISH COPPER MINING COMPANY.

Oct. 19.—The lode in the twenty-two west is from one to two feet; and although it contains but very little ore, it is assuming a more settled and promising appearance than it has for some time past. The strata also in this level is of the most promising description. The lode in the stapes, in the back of the fifty-two west, continues large and ore. The lode in the fifty-two fathom level east, is at present from four to five feet big, very hard, containing but very little ore. The lode in the back in the stapes, behind the end, continues ore, yielding from two to three tons of ore per fathom. In the forty-two fathom east, the lode is from four to five feet wide, yielding from three to four tons of ore per fathom; the lode is much improved in this level, both in the back and end, since I last wrote, but especially in the end, which is kinder than I have ever seen it to the south of the slide. The lode in the wisest, in the bottom of the forty-two fathom level west, is from five to six feet wide, yielding four tons of ore per fathom.

JAMES STEPHENS.

WEST WHEAL BROTHERS MINING COMPANY.

Oct. 16.—The lode in the thirty fathom level east and west of Lowe's shaft is large, and very regular: the east end produces white iron, impregnated with silver, but no great quantity. I expect it is about five fathoms further to drive to intersect the copper lode, south of the silver lode, at the thirty; it will take about five weeks to accomplish. In consequence of the influx of water in the thirty-three cross-cut at Henrietta, our progress has been greatly impeded; and also the ground being very hard to the south of the branch noticed in my last, which certainly must have a connexion with the main lode, as the twenty-three fathom level is drained, and four men are sinking the Diagonal shaft for the purpose of ventilating the thirty-three, and proving the lode between both levels: the lode is four feet wide, with stones of tin and copper ores.

JAMES CARPENTER.

WHEAL BROTHERS MINING COMPANY.

Oct. 17.—The plat at the forty fathom level is being cut with all possible expedition. The lode in the thirty fathom level west of Malachy's shaft is about a foot big, of a promising character, composed of carbonate of iron, muddle, lead, flucaen, &c. &c. We are still clearing the thirty fathom level east by six men, and when finished shall recommence driving on the lode. The lode in the wisest below the twenty fathom level is about eighteen inches big, with plenty of carbonate of iron, lead, and silver, and with every indication of again nearing a course of silver. The lode in the adit end west continues without any alteration worth noticing.

J. PARROTT.

FOREIGN MINES.

CANDONGA MINING COMPANY.

Candonga, Aug. 2.—Since I last had the pleasure of addressing you, our establishment has moved quietly, without splendour and without failure. The gold report is an earnest of our efforts, and a proof of the nature of the ground as to its quality. You will see by Captain Roskrow's report, a copy of which is enclosed, that in the bottoms on the veins an additional force has been found necessary in consequence of the extreme hardness of the "foot and hanging walls." We are compelled to the use of powder, but not more extensively than mentioned in my last; this, however, has necessarily proved a drawback to an adequate supply of "stuff," thereby diminishing the returns. We ought not to regard the hardness of the ground as a lasting obstruction; an occasional impediment it may be, but independently I trust that the general produce will turn out satisfactory. The new wheel working nine heads, was completed within the time mentioned, and I have every reason to be satisfied with the diligence of the mechanics, both carpenters and smiths, who were engaged in the erection of it. Such a job, finished in such a manner, is well worthy of all the praise and encouragement which we are enabled to bestow. Up to the present time we have not stamped any stuff, being behind as to surface work, such as road-making, &c.; but in a few days I trust that we shall be prepared to set her a-going to some account.

I have succeeded in hiring an additional force of twenty negroes to our working establishment; but which, though a considerable help, is far from being an adequate supply, and we are under the necessity of confining our operations within comparatively narrow limits, in consequence of our deficiency in this department.

Gold Report.—Total produce, from July 1 to August 1, inclusive, 55 lbs. 3 oz. 19 dwts. 17 grs.

A. F. GOODRIDGE, M. D.

Candonga, Aug. 1.—The following is an account of work done in this mine during the past month. A level, under the direction of Senor Quiriz, was commenced early in the month, and with trifling changes as to the nature of the ground, has been driven eighteen fathoms four feet by one pair of men. A yellow vein has been cut, which is said to be the ore one, which the former

owners worked extensively. Three or four samples have been washed, but they have not been found to contain gold.

Adit.—The first air shaft, after having been sunk nine fathoms, was abandoned, in consequence of great difficulties arising from such a quantity of water, as to render our progress very slow. It was determined to pitch another twenty fathoms down the face of the hill; but the same fate attended this, and from similar causes. It seemed desirable to make good the adit itself, consequently two pairs of men have been employed in securing it. The wall plates average from eight to ten inches in diameter, and are placed at a distance of four feet in the clear. The outer end being in tolerable firm ground, has been left for a future opportunity; and twenty-two fathom four feet have been finished in a very masterly manner.

Tributors.—As usual, three English were employed in the beginning of the month; but the ground proves so hard as to prevent us from sending any thing like a supply to the stamps. Two pairs (six) have been occupied in opening more extensively. The vein still maintains its character, but is not so rich, although samples show fairly.

Deep Adit.—The workings here have been discontinued for the present, in consequence of the men being required in the bottoms on the vein. The following is the manner in which our mining force, consisting of five pairs (fifteen men), is at present disposed of—two pairs in the adit, two pairs on the vein, one pair driving Quiriz's level.

THOMAS ROSKROW.

P. S.—We have found it necessary to place the air machine at the mouth of the adit, in order to enable us to proceed with the timbering already stated.

IMPERIAL BRAZILIAN MINING COMPANY.

Workings from the 13th July to the 15th August, 1836, 8 days, stamps, 10 lb. 11 oz. 1 dwt. 21 grs.—15 lb. 6 oz. 12 dwts. 7 grs. 9 days, 12 lb. 10 oz. 17 dwts. 1 gr.—16 lb. 8 oz. 1 dwt. 19 grs.—17 days, 32 lb. 2 oz. 14 dwts. 2 grs. From July 1 to Aug. 18, 79 lb. 3 oz. 3 dwts. 22 grs.

[We are compelled to defer the Correspondence until next week.]

ATMOSPHERIC AIR.—Mr. Dalton, who has for years turned his attention to the amount of carbonic acid in the atmosphere, says that he has satisfied himself that its average quantity is one part in 1000. He is also of opinion that the quantity of this gas in the atmosphere is the same in town and country, and that even in a crowded theatre it seldom rises to one per cent.

FROM THE LONDON GAZETTE.

Tuesday, Oct. 18.

PARTNERSHIPS DISSOLVED.

J. Mellor and T. Bird, Pendleton, Lancashire, surgeons—J. Brown and W. Beard, Gravesend, merchants—J. Goffe and T. White, Evesham, Worcestershire, tanners—T. W. Atkinson and A. B. Clayton, Manchester, architects—H. Smith and J. Ratcliff, Preston, Lancashire, rag-merchants—W. Benson and J. Leeming, Manchester, plasterers—R. Lloyd and R. Mower, Shorefield, linen-draper—G. F. Fielding and S. D. Swartbreck, Richmond, Yorkshire, attorneys—D. Kennedy and M. Quire, Weston, Cheshire, chemists—R. Griffiths and B. W. Davies, Llan-gollen, Denbighshire, porter-dealers—R. Roberts and B. W. Davies, Llan-gollen, common-brewers—T. Hamilton and S. Pell, Manchester, slaters—G. Lowe and W. S. Farmer, Manchester, share-brokers—R. Aldred and T. Watson, Liverpool, licensed-victuallers—G. Dean, jun., and A. Dean, Manchester, pattern-card-makers—W. Deakin and E. S. Green, Manchester, spirit-dealers—G. Smith and J. John, Cambrone, Cornwall, joiners—G. Hudson, T. Hudson, and J. Hudson, Filton, Northumberland, linen-draper—W. S. Orr and W. Smith, Amen-corner, Paternoster-row, booksellers—L. Cooke, J. Milner, and J. Robinson, Richmond, Yorkshire, mercers—J. C. Duff and R. F. Duff, Lisbon, commission-agents.

INSOLVENT.

Oct. 17, Richard Webster, Cornhill, watch-maker.

BANKRUPTS.

Charles Butler, Tonbridge Wells, Tunbridge ware-manufacturer, to surrender Oct. 26, Nov. 29, at the Court of Bankruptcy, Basinghall-street. Solicitors, Mr. Peile, Old Broad-street; official assignee, Mr. Graham, Basinghall-street. John Aditt, Silver-street, Wood-street, haberdasher, Oct. 27, Nov. 29, at the Court of Bankruptcy. Solicitors, Messrs. Ashurst and Galsford, Chancery; official assignee, Mr. Gibson, Basinghall-street. Daniel Davis, Aylesbury-street, Clerkenwell, oilman, Oct. 28, Nov. 29, at the Court of Bankruptcy. Solicitors, Messrs. Fisher and De Jersey, Aldersgate-street; official assignee, M. Goldsmid, Ironmonger-lane. William Washington Mansell, Birch-lane, bill-broker, Oct. 27, Nov. 29, at the Court of Bankruptcy. Solicitors, Messrs. Hodson and Burton, Salisbury-street, Strand; official assignee, Mr. Green, Aldermanbury. Thomas Scott, Walling-street, wine-merchant, Oct. 26, Nov. 29, at the Court of Bankruptcy. Solicitors, Mr. Collins, Doctors' Commons; official assignee, Mr. Johnson, Basinghall-street. John Catt, Tunbridge Wells, smith, Oct. 24, Nov. 29, at the Court of Bankruptcy. Solicitors, Messrs. Cox and Tippet, Pancras-lane, Queen-street, Chancery; official assignee, Mr. Goldsmid, Ironmonger-lane. Samuel Holt, Heaton Norris, Lancashire, coal-merchant, Oct. 28, Nov. 29, at the Commissioners' Rooms, Manchester. Solicitors, Messrs. Boothroyd and Hudson, Stockport, and Mr. Dean, Essex-street, Strand. John McGregor, Over Darwen, Lancashire, calico-printer, Oct. 28, Nov. 29, at the Commissioners' Rooms, Manchester. Solicitors, Mr. Bennett, Manchester, and Messrs. Abbott and Arney, Charlotte-street, Bedford-square. John Wilkes, Cheltenham, builder, Oct. 21, Nov. 29, at the Star Hotel, Cheltenham. Solicitors, Messrs. Packwood and Leeds, Cheltenham, and Messrs. Dax and Bicknell, Lincoln's Inn-fields. William Newstead, Thetford, Norfolk, grocer, Oct. 27, Nov. 29, at the Castle Inn, Norwich. Solicitors, Mr. Staff, Norwich, and Mr. Storey, Field-court, Gray's Inn. Barnett Walker, Sheffield, cabinet-maker, Oct. 29, Nov. 29, at the Town Hall, Sheffield. Solicitors, Messrs. Sorby and Footitt, Sheffield, and Mr. Preston, Token-house-yard. John Edmer, Preston, hop-merchant, Nov. 8, 29, at the Town Hall, Preston. Solicitors, Mr. Stanley, Preston, and Messrs. Swain, Stermas, and Co., Frederick's place, Old Jewry.

DIVIDENDS.

Nov. 9, J. Sayer, High-street, Shadwell, cheesemonger—Nov. 9, J. Robson, New-castle-upon-Tyne, ship-owner—Nov. 9, S. Godson, Devonshire-street, Bishopsgate, wine-merchant—Nov. 10, G. Heywood, St. Martin's-lane, chemist—Nov. 10, R. Fowler, Neptune-street, Rotherhithe, silkman—Nov. 10, T. Leves, King-street, City, Manchester warehouseman—Nov. 10, J. G. Christ, Cooper's-row, Tower-hill, merchant—Nov. 10, J. Evans, Barge-yard, Bucklersbury, warehouseman—Nov. 8, J. Sims and E. Sims, Strand, Gloucestershire, common brewers—Nov. 8, W. Boosey, Chatham, miller—Nov. 8, J. P. Birley, Luton, Bedfordshire, planter—Nov. 9, S. Mundy and J. Mundy, Bradford, Yorkshire, clothiers—Nov. 10, G. Orsh, Huddersfield, draper—Nov. 10, W. Pacey, Rayleigh, Essex, draper—Nov. 10, T. Patterson, Lower John-street, Golden-square, tailor—Nov. 8, F. Gass, Cateaton-street, Blackwell-hall-factor—Nov. 10, G. Garrett, High-street, Marylebone, victualler—Nov. 8, D. A. Lindo, Great Winchester-street, City, merchant—Nov. 8, T. Buckley and R. Kennan, Liverpool, merchants—Nov. 9, T. H. Downing, Longford, Warwickshire, grocer—Nov. 14, W. Soubay, Newcastle-upon-Tyne, tailor—Nov. 24, S. Hilton, Farnworth, Lancashire, machine-maker—Nov. 25, F. Chadwick, Crab-eye, within Heap, Lancashire, cotton-spinner—Nov. 16, J. Yeoland, Oxford-street, straw-hat-maker—Nov. 16, J. Dunderidge, Whitechapel, woolen-dryer—Nov. 8, T. Dodd, jun., Finchington, Essex, plumber and glazier.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Nov. 8.

J. Addison, Guilford, Surrey, watchmaker—T. J. Spence, Manchester, linen-factor—W. Thurltel, Wighton, Norfolk, miller—J. W. Coster, George's-place, Holloway, colourman—K. Mumford, jun., Ware, Hertfordshire, victualler—C. Thome, good, New Church-street, Lisson-grove, victualler.

Friday, Oct. 21.

PARTNERSHIPS DISSOLVED.

J. Griffiths and W. M. Griffiths, Penton-street, Pentonville, chemists—R. Hands and J. Hands, Coventry, ribbon-manufacturers—C. Hancock and E. Chalmers, Eddi-street, Blackfriars, coal-merchants—J. Garnett and J. Underwood, Turwarheel-lane, City, wholesale grocers—G. Izon, J. Izon, and T. Izon, Birmingham, cabinet-makers—W. H. Smith and E. Orson, Holborn-hill, linen-draper—A. Barrow and J. Jupp, High-street, Borough, pawnbrokers—G. Williams and G. Wingrove, Aldgate-street, City, haberdashers—J. Chaplain and H. Bonser, Paddington-street, Marylebone, haberdashers—M. G. Robbins and T. Goodall, Wisbeach, Cambridge, brewers—E. K. Randall and H. Smales, City, attorneys—J. Slater and J. Slater, Little Bolton, Lancashire, bleachers—W. Tarrant, J. Tarrant, J. Tarrant, and T. Mundy, Wolverhampton, factors—N. Heide and T. Archer, Colchester, jewellers—R. Dewdney and R. H. Dewdney, Exeter, tea-dealers—W. Bradley, J. Bradley, and C. Bradley, Skinner-street, Bishopsgate, brush-manufacturers, as far as regards J. Bradley—R. Campbell and J. Campbell, Norwich, silk-mercers—J. Walton, J. Robinson, and J. D. Jackson, Toll-End, Staffordshire, iron-founders—T. Kellett and W. Broom, Liverpool, merchants—T. Kellett, W. Broom, and R. Thompson, Liverpool, blacksmiths—W. Crossley and W. Greenwood, Royton, Lancashire, millwright—S. Stoodley and E. H. Bowen, Bath, jewellers—J. Stephens, sen., and J. Stephens, jun., Hereford, cabinet-makers—J. Stanley, jun., J. S. Stanley, and E. Cryer, Ashton-under-Lyne, machine-makers, as far as regards J. S. Stanley—H. G. Gibson, and J. W. Duncan, Great St. Helen's, wine-merchants—T. L. Goss and T. B. Ditchett, Bristol, maltsters—C. Hill and F. Witham, Clarence-street, St. Luke's, brewers.

INSOLVENTS.

Oct. 21, Thomas Whytall, Upper-street, Islington, cabinet-maker—Robert Pol-thorp, Upper Stamford-street, dealer and chapman.

BANKRUPTS.

Robert William Smart, Aldermanbury, cloth-factor, to surrender Nov. 3, Dec. 2 at the Bankruptcy Court, Basinghall-street. Solicitors, Messrs. Rowden, Watson, and Revere, Aldermanbury; and Mr. Bishop, Dursley, Gloucestershire, official assignee, Mr. Johnson, Basinghall-street. Steven Ratcliff, Faversham, Kent, bookseller, Nov. 8, Dec. 2 at the Bankruptcy Court. Solicitors, Messrs. Jefferys and Morgan, Faversham; and Mr. Rowden Chancery-lane; official assignee, Mr. Gibson, Basinghall-street. William Satchwell, Birmingham, victualler, Nov. 2, Dec. 2, at the Wren and Chickens Hotel, Birmingham. Solicitors, Mr. Reece, Birmingham; and Messrs. Austen and Hobson, Raymond-buildings, Gray's Inn. John Walker and James Walker, Leeds, cloth-merchants, Oct. 29, Dec. 2 at the Court House, Leeds. Solicitors Mr. Blackburn, Leeds; and Messrs. Strangways and Walker, Barnard's Inn. Alexander Milne, Rochdale, Lancashire, dyer, Nov. 4, Dec. 2, at the County

Stonors' Rooms, Manchester. Solicitors, Mr. Holroyde, Halifax; and Messrs. Jacques, Butte, and Edwards, Ely-place.

Horatio Barrett, Manchester, cabinet-maker, Nov. 2, at the Commissioners' Rooms, Manchester. Solicitors, Mr. Cooper, Manchester; and Messrs. Adlington, Greener, Parkin, and Follitt, Bedford-row.

Isaac Lucas, Sheffield, grocer, Nov. 2, at the Town Hall, Sheffield. Solicitors, Messrs. Rodgers and Son, Sheffield; and Mr. Rodgers, Devonshire-square, Bishopsgate.

John Maraden, Manchester, corn-dealer, Nov. 2, Dec. 2, at the Commissioners' Rooms, Manchester. Solicitors, Messrs. Bagshaw and Stevenson, Manchester; and Messrs. Johnson, Son, and Westhalla, Temple.

DIVIDENDS.

Nov. 12. W. Townsend and W. Brown, Chesapeake, warehousemen—Nov. 12, W. Hodgkinson, Margaret-street, Cavendish-square, furniture-printer—Nov. 12, J. C. Forsyth, Mill-street, City, silk-manufacturer—Nov. 14, J. Miles, Aldham, Essex, butcher—Nov. 14, H. Skelton, Piccadilly, Manchester warehouseman—Nov. 14, J. Bourcier, Lamb's Conduit-street, oilman—Nov. 11, C. Wright, Dover-street, Piccadilly, hotel-keeper—Nov. 11, T. Woodhouse, jun., Mill-street, City, hoiser—Nov. 11, C. H. Mueller, Norwich, music-seller—Nov. 11, A. Ross, Great Russell-street, Bloomsbury-square, army-clothier—Nov. 11, J. Boyne, sen., and J. Boyne, jun., Jury-street, Crutched-friars, wine-merchants—Nov. 11, E. Sherrard, Hart-street, Bloomsbury, tailor—Nov. 11, J. E. and T. Haines, Brownlow-street, Holborn, tailors—Nov. 25, W. Thora, Shaftesbury, Dorsetshire, ironmonger—Nov. 15, J. Dobson, Binbrook, Lincolnshire, draper—Nov. 11, J. Richardson, Liverpool, merchant—Nov. 15, J. F. Moss, Chester, wharfinger—Nov. 15, E. Cannon, Tewkesbury, Gloucestershire, victualler—Nov. 14, C. J. West, Norwich, money-scrivener.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Nov. 11.

C. H. Greenhow, North Shields, ship-broker—J. H. Skelton, Piccadilly, warehouseman—J. Wilks, Watling-street, Irish linen-warehouseman—T. Joel, New-castle-upon-Tyne, dealer in watches—T. Dodd, jun., Finchingsfield, Essex, plumber—H. Gimson, Leicester, straw-hat-dealer—B. Brook, South Lambeth, surgeon.

SCOTCH SEQUESTRATIONS.

Robert Smith and Son, and John Smith, Glasgow, chemists, Oct. 25, Nov. 8, at the Black Bull Inn, Glasgow.

Walter Paton, Leith, ship-chandler, Oct. 25, Nov. 8, at the Old Signet Hall, Edinburgh.

Peter Brown, Edinburgh, linen-merchant, Oct. 25, Nov. 8, at the Royal Exchange Coffee House, Edinburgh.

COMMERCIAL INTELLIGENCE.

THE COLONIAL MARKETS.—The market for British Plantation sugar has been exceedingly inactive all the week; the grocers have purchased with extreme caution, and the refiners have taken but a very limited quantity; prices have given way about 1s. per cwt. The estimated purchases for the week are 1800 hhds. Good colony Antigua sold at 6s. 6d., good middling grey for redning at 6s. 6d.; middling Granada and Trinidad, 6s. 6d. to 6s. 7d. per cwt. A Government contract for 120 tons is advertised to be taken on Thursday next.

MAURITIUS.—For this description of sugar there has been but a very limited demand, particularly by private contract. At public sale 817 bags were brought forward this day, and sold at a reduction of 6d. to 1s. per cwt. on the prices of the last public sale. Good yellow went at 6s. 6d. to 6s. 7d.; middling yellow at 6s. 6d. to 6s. 7d.; and middling brown at 6s. 6d. to 6s. 7d.

EAST INDIA SUGARS.—At public sale 2800 bags of Bengal, and 1046 bags of Siam were brought forward; the former was all sold, but at a reduction on the last public sale of 2s. 6d. to 3s. per cwt. Low white went at 3s. 6d. to 3s. 6d.; middling and fine white at 3s. to 3s. per cwt. The Siam was all withdrawn. A small parcel of Havannah was sold at a reduction of 2s. to 3s. per cwt.

Refined Sugars.—For refined goods the demand is limited. The refiners continue to hold very small stocks; they are generally not sellers below the late prices. The grocers have taken small parcels of lumps equal to the standard at 8s.; the Market price of fine crushed, free on board, is 4s. 4d.; in some instances rather under that price has been accepted. Large single lumps, 8s. to 8s.; single leaves, 8s. to 8s.; powder ditto, 8s. 6s. 6d.; Hambro ditto, 8s. to 9s.; double refined, ditto, 10s. to 11s. per cwt.

NEW FRUIT.—Two cargoes of new Zante currants have arrived, which have been taken at 7s. 4d.; and new Patras have been taken offensively at 7s.; Valencia raisins at 4s.; Lexias at 3s.; prunes, 3s. to 3s.; Muscatels, 4s. 1s. to 7s.; French plums, 3s. 8s. to 4s. 1s.; Imperial Carrots, 7s. to 9s.; new Valencia almonds, 9s. 6d. per cwt.

COFFEES.—For British Plantation coffees a decline of 1s. 6d. to 2s. per cwt. have taken place for the clean and middling descriptions, whilst the unclean and ordinary sorts were nearly all bought in at a reduction of 4s. to 5s. per cwt. The sales contained 780 casks, and 70 barrels of Jamaica. A considerable quantity of East India was likewise brought to the hammer, comprising above 6000 bags of Ceylon, and 220 bags of Bengal, admissible for home consumption at the 6d. duty. The Ceylon was nearly all sold to the grocers at 1s. to 2s. per cwt. cheaper. A parcel of fine sold at 9s.; the Bengal sold at 7s. to 8s. per cwt. Mocha has gone off heavily, at a decline of 3s. to 4s. 571 bags of Brazil were put up at public sale, but all bought in.

TEA.—The market is quiet; the trade only purchase sufficient for their immediate wants. The brokers have come to an arrangement to bring forward public sales in the middle of each quarter, and one to follow the East India Company's quarterly sale. The first sale under the new arrangement will take place on the 1st of next month, which contains upwards of 94,000 packages, above 51,000 of which are Congous. The total quantity of tea exported from Canton to Great Britain, from the 31st of March, 1839, to the 31st of March, 1840, was 50,477,466 lbs.; and from the 31st of April, 1840, to the 31st of March, 1841, the total exports were, 43,641,200 lbs.

SPICES.—Pepper but little inquired after, price 3s. 4d. to 4d. per lb. Pimento—1000 bags sold at a trifling decline, 3s. 4d. to 3s. 1d. per lb. Nutmegs firm in price, 7s. 2s. to 7s. 6d. per lb. Cassia—no public sales this week.

FALLOW.—The early part of the week tallied advanced in price, since which, accounts have been received from St. Petersburg, stating the market there was quiet and the price had fallen. This intelligence caused the price to give way to 4s. 4d. per cwt. on the spot; for delivery before the end of the year the price is 4s. 4d., and for delivery in February and March, considerable business has been done at 4s. per cwt.

HOPS.—The Borough market this week has been in a very inanimate state, and prices merely nominal, as last quoted. In consequence of accounts received from Maidstone, that at the fair, which was held on Tuesday, but little business was done, in consequence of the planters demanding higher prices than the trade will give. Fine coloured hops are extremely scarce, and the growth of really choice qualities very limited. The duty is estimated at 1s. 0d. 0d.

LIVERPOOL, OCT. 19.

[FROM OUR OWN CORRESPONDENT.]

COTTON.—The sales and imports last week were each 15,000 bales, leaving the stock the same at the end as at the commencement. The demand continued dull throughout, and an auction of 6000 bales on Friday, produced a decided decline of 1d. per lb. on all middling and inferior cottons. Since Friday there has been almost a cessation of demand, and the daily sales barely average 1000 bales; a further decline of 1d. has been submitted to on the inferior qualities of American and East India, while Egyptian and Brazil have fully given way 1d. on all qualities, and this without holders pressing sales; the desire to sell is, however, daily increasing. Prices of American are now about 1d. higher than at this time last year. Fair Boweds are 10s. 4d.; Pernams, 12s. 4d.; Egyptian, 13s. 4d.; Surats, 13s. 4d.; the latter are 20 per cent. lower than their fair value, as proportioned to the current prices of America.

OIL.—The last intelligence from the fisheries has not only prevented the decline continuing, but prices have advanced 1/2d. to 1/4d. per ton (net), and this improvement is not quite maintained, and importers seem, as in almost all articles, desirous of realising.

SHARES.—The market has been very bad this week; Bank shares have suffered the most, and among them the Northern and Central and the Tradesmen's have declined the most. The great railways which are in progress maintain higher prices here than in London, as they have done generally; those which have not yet obtained the sanction of Parliament are not inquired for. It is, perhaps, worth notice, that while the Liverpool and Manchester railway, which has such great advantages, is at a premium of about 100 per cent., the Grand Junction commands nearly 200 per cent., although it is a line as yet incomplete.

CORN EXCHANGE, OCTOBER 21, 1839.

Wheat... p. 42s to 57s | Mail... p. 42s to 57s | Oats... p. 22s to 33s
Barley... 30s to 34s | Peas... 30s to 34s | Bran... 30s to 34s
Rye... 28s to 32s | Beans... 38s to 42s | Pollard... 14s to 20s

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat... 48s. 6d. | Barley... 38s. 11d. | Oats... 26s. 5d. | Rye... 35s. 3d. | Beans... 40s. 1d.
47s. 11d. | 34s. 4d. | 23s. 6d. | 32s. 5d. | 41s. 6d. | 36s. 11d.

DUTY ON FOREIGN CORN.

30s. 8d. | 10s. 10d. | 12s. 3d. | 21s. 3d. | 8s. 6d. | 13s. 6d.
Duties on Grains from British Possessions out of Europe.

4s. 6d. | 2s. 6d. | 2s. 6d. | 2s. 6d. | 2s. 6d. | 2s. 6d.

PRICES OF SEEDS.

Linseed... 52s to 64s | Coriander Seed... 8s to 10s per Cwt.
Ditto Cake... 121 4s per 1000 | Clover Seed... red 4s to 7s 4d
Rapeseed... 34 to 36 per Last | Ditto... white 5s to 8s 4d
Ditto Cake... 34 10s per ton | Mustard Seed... 7s to 9s per Bus.
Curraway Seed... 43s to 52s per Cwt. | Ditto... brown 9s to 12s 4d.

FLOUR, per Sack.

Town made... 43s to 46s | Essex & Suffolk, on board... 36s to 40s
Seconds... 40s to 43s | Norfolk and Stockton... 36s to 38s

SMITHFIELD, FRIDAY, OCTOBER 21.

To sink the calf—per 5lb.

Beef... 3s. 6d. 6s. 6d. 4s. 4d. | Veal... 0s. 6s. 6d. 4s. 4d.
Best Downs & Polled Mutton... 4s. 4d. | Pork... 4s. 4d. 6s. 6d. 4s. 4d.
Head of Cattle this day—Beasts, 714; Sheep, 4280; Calves, 206; Pigs, 511.
Head of Cattle on Monday—Beasts, 3664; Sheep, 24,910; Calves, 130; Pigs, 443.

NEWGATE AND LEADENHALL.—By the Carcase.

Beef... 2s. 4d. 3s. 4d. 3s. 4d. | Veal... 3s. 4d. 4s. 4d. 4s. 4d.
Mutton... 2s. 4d. 3s. 4d. 3s. 4d. | Pork... 4s. 4d. 6s. 6d. 4s. 4d.

ISLINGTON.

Head of Cattle this day—Beasts, 37; Sheep, 480; Calves, 0.
Head of Cattle on Monday—Beasts 6; Sheep, 1340; Calves 0; Pigs, 0.

ROMFORD.

Oven... 2s. 6d. 4s. 4d. 4s. 4d. | Lambs... 0s. 6d. 6s. 6d. 4s. 4d.
Oven and Heifer... 0s. 6d. 4s. 4d. 4s. 4d. | Calves... 4s. 4d. 6s. 6d. 4s. 4d.
Sheep... 2s. 10d. 4s. 4d. 4s. 4d. | Pigs... 2s. 10d. 4s. 4d. 4s. 4d.

PURCHASES OF COPPER ORES AT SWANSEA,

OCTOBER 12, 1839.

Purchaser.	Mine.	Tons.	Total.	Price.	Amount.	Total Amount.
1. P. GREENWELL & SONS.	Cobres	80	18 3 6	1720 12 6		
	Chill	12	33 17 0	400 4 0		
	Chill	10	23 14 0	237 0 0		
	Ballymurtagh	34	4 4 0	14 14 0		
	Ballymurtagh	31	1 16 6	7 6 0		
	Knockmahon	60	3 8 6	248 10 0		
	Tigroun	60	2 3 0	129 0 0		
	Connoree	29	2 18 6	127 0 0		
	Knockmahon	78	10 11 6	824 17 0		
	Tigroun	28	2 13 0	133 14 0		
	Connoree	56	3 1 0	170 16 0		
2. CROWN COPPER CO.	Llanberis	167	3 4 6	345 1 6		
3. NEWELL, SIMS, DRAKE, and CO.	Chill	100	15 6 6	1852 10 0		
	Chill	70	14 15 6	1032 10 0		
	Ballymurtagh	34	4 4 0	14 14 0		
	Knockmahon	94	2 19 6	229 13 0		
	Allibies	43	14 3 6	100 16 0		
	Dolfrwygog	14	2 1 0	28 34 0		
		11	1 9 0	15 19 0		
5. WILLIAMS, FOSTER & CO.	Cobres	88	22 6 0	1962 8 0		
	Chill	33	42 7 0	1270 10 0		
	Chill	33	21 11 0	754 5 0		
6. BENSON, and CO.	Cronbane	45	16 14 6	782 12 6		
	Cronbane	81	2 6 6	188 6 6		
	Cronbane	42	2 12 6	110 5 0		
7. GLASCOTT, and CO.	Cobres	36	42 7 0	1270 10 0		
	Chill	36	23 18 0	621 8 0		
	Chill	35	21 11 0	754 5 0		
		91				
Total Tons.....		1604	Total Amount.....		£18,951 17 0	

PURCHASES OF COPPER ORES AT REDRUTH,

OCTOBER 13, 1839.

Purchaser.	Mine.	Tons.	Total.	Price.	Amount.	Total Amount.
MINES ROYAL CO.	Wheal Tolgus	47	6 7 6	299 12 6		
	Wheal Unity Wood	173	5 19 6	109 10 0		
	Wheal Union	47	6 5 6	249 17 6		
	Copper Bottom	13	8 2 6	225 12 6		
3. VIVIAN and SONS.	Carnbrae	31	0 16 6	25 11 6		
	Binner Downs	15	3 6 6	49 17 6		
	Wheal Virgin	77	6 7 0	488 19 0		
	Wheal Friendship	78	6 7 0	495 6 0		
	Wheal Tolgus	87	5 14 0	403 18 0		
	Cook's Kitchen	50	3 11 6	178 15 0		
	Relistian	220	9 12 6	172 10 0		
	Herland	26	4 0 6	104 13 0		
	Wheal Edward	27	14 3 6	382 14 6		
4. FREEMAN & CO.	Gt. Wheal Fortune	79	5 5 6	416 14 6		
	Wheal Union	65	8 8 6	547 12 6		
	Wheal Bolton	36	14 4 6	312 2 6		
	Wheal Bolton	36	6 6 6	227 14 6		
5. GREENWELL & SONS.	Carnbrae	110	5 16 6	640 15 0		
	Chill	45	5 10 6	248 12 6		
	Chill	62	10 7 6	643 5 0		
	Chill	194	18 10 6	361 4 0		
	Binner Downs	47	6 4 6	295 13 0		
	Drewalas	52	4 15 6	248 6 0		
	Wheal Virgin	83	6 6 6	524 19 6		
	Chill	81	6 3 6	380 3 6		
	Chill	113	15 16 6	658 16 0		
	Tresavean	106	7 19 6	845 7 0		
	Cook's Kitchen	19	21 3 6	401 7 6		
	Relistian	2	26 3 0	52 6 0		
	Wheal Tolgus	74	8 18 6	660 9 0		
	Wheal Unity Wood	66	3 17 6	217 0 0		
	Cook's Kitchen	36	8 18 6	321 6 0		
	Wheal Montague	51	6 11 6	355 6 6		
7. NEWELL, SIMS, DRAKE, and CO.	Carnbrae	42	3 4 0	134 8 0		
	Binner Downs	47	6 4 6	295 13 0		
	Chill	93	5 17 6	546 7 6		
	Chill	75	3 12 6	271 17 6		
	Chill	67	5 15 0	385 0 0		
	Chill	62	5 1 6	314 13 0		
	Chill	56	5 6 6	298 4 0		
	Chill	22	7 3 6	187 17 0		
	Chill	21	3 6 6	49 17 6		
	Drewalas	21	7 3 6	150 13 0		
	Relistian	20	9 12 6	172 10 0		
	Wheal Harmony	29	10 17 0	314 13 0		
8. WILLIAMS, FOSTER & CO.	Carnbrae	91	10 11 0	1051 1 0		
	Chill	45	5 10 6	248 12 6		
	Chill	86	9 14 6	836 7 0		
	Chill	61	8 6 6	382 15 6		
	Chill	194	18 10 6	361 4 0		
	Binner Downs	22	7 3 6	49 17 6		
	Drewalas	21	7 3 6	150 13 0		
	Wheal Virgin	70	5 17 6	411 5 0		
	Gt. Wheal Fortune	16	26 8 0	422 8 0		
	Fowey Consols	106	6 11 6	636 19 0		
	Chill	103	6 10 6	609 10 0		
	Chill	95	5 16 6	553 7 6		
	Wheal Tolgus	67	11 9 0	767 3 6		
	Wheal Unity Wood	184	5 19 6	109 10 0		
	Cook's Kitchen	270	1 1 6	93 15 0		
	Levant	71	11 7 6	867 12 0		
	Relistian	6	25 7 0	182 2 0		
	Copper Bottom	264	5 5 0	139 2 6		
6. BENSON, and CO.	Relistian	53	8 0 6	424 0 0		
	Herland	7	6 3 6	43 4 6		
7. GLASCOTT, and CO.	Carnbrae	44	3 0 6	135 2 0		
	Drewalas	53	2 6 6	123 4 6		
	Wheal Virgin	184	5 19 6	109 10 0		
	Cook's Kitchen	36	2 1 0	73 16 0		
	Wheal Montague	184	6 18 6	114 5 3		
	Copper Bottom	264	5 5 0	139 2 6		
		2154				
		3954				
Total Tons.....		10763	Total Amount.....		£929 7 7	

SALE OF BLACK TIN.

Sampled October 14, and sold at Redruth, on the 18th.

Mine.	Tons.	Total.	Price.	Back Parcel.	Money in each Mine.	Purchaser.
Charlestown U.M.	18	54 15 0	905 10 0			Treloweth.
	14	53 15 0	752 10 0			Chyandour.
	84	53 15 0	441 7 6			Treloweth.
	84	50 9 0	125 0 0			
Wheal Kitty	19	56 5 6	1068 15 6			

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS.

	Monday	Tuesday	Wednesday	Thursday	Friday
Bank Stock, 5 per Cent.	204 1/2	204 1/2	204 1/2	204 1/2	204 1/2
3 per Cent. Red. Ann.	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
3 per Cent. Consols	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
3 1/2 per Cent. Ann.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
New 3 1/2 per Cent. Ann.	105 1/2	105 1/2	105 1/2	105 1/2	105 1/2
Long Ann.	148	148	148	148	148
Ann. for 30 Years	148	148	148	148	148
Omnia	148	148	148	148	148
India Stock, 10 1/2 per Cent.	255 1/2	255 1/2	255 1/2	255 1/2	255 1/2
South Sea Stock, 3 1/2 per Cent.	255 1/2	255 1/2	255 1/2	255 1/2	255 1/2
India Old Ann. 3 per Cent.	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
India New Ann. 3 per Cent.	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
3 per Cent. Ann.	175 1/2	175 1/2	175 1/2	175 1/2	175 1/2
India Bonds, 3 1/2 per Cent.	4 1/2 pm	4 1/2 pm	4 1/2 pm	4 1/2 pm	4 1/2 pm
Exchequer Bill, 2d. 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/2	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/4	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/8	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/16	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/32	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/64	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/128	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/256	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/512	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1024	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/2048	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/4096	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/8192	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/16384	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/32768	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/65536	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/131072	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/262144	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/524288	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1048576	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/2097152	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/4194304	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/8388608	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/16777216	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/33554432	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/67108864	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/134217728	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/268435456	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/536870912	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1073741824	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/2147483648	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/4294967296	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/8589934592	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/17179869184	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/34359738368	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/68719476736	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/137438953472	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/274877906944	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/549755813888	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1099511627776	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/2199023255552	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/4398046511104	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/8796093022208	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1759218644416	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/3518437288832	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/7036874577664	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/14073749153328	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/28147498306656	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/56294996613312	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/11258999326624	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/22517998653248	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/45035997306496	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/90071994612992	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/180143989259968	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/360287978519936	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/720575957039872	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1441151914079424	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/2882303828158848	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/5764607656317696	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/11529215312635392	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/23058430625270784	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/46116861250541568	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/92233722501083136	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/184467450002166272	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/368934900004322544	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/737869800008645088	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/14757396000173011776	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/29514792000346023552	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/59029584000692047104	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/118059168001384094208	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/236118336002761888416	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/472236672005523776832	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/944473344010447553664	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1888946688020951107328	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/3777893376041902214656	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/7555786752083804429312	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1511157350417608858624	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/3022314700835217717248	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/6044629401670435434496	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1208925883214086868992	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/2417851766428173737984	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/4835703532856347475968	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/9671407065712694951936	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1934281413142539903872	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/3868562826285079807744	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/7737125652570159615488	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1547425130514319230896	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/3094850261028638461792	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/6189700522057276923584	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/12379401044114553847168	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/24758802088229107694336	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/49517604176458215388672	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/99035208352916430777344	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/19807041670582886154688	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/39614083341165772309376	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/79228166682331544618752	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/158456333244631089235504	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/316912666489262178471008	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/633825332978524356942016	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1267650665957048713884032	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/2535301331914097427768064	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/5070602663828194855536128	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/10141205327656389711072256	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/20282410655312779422145152	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/40564821310625558844280304	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/81129642621251117688560608	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/162259285242502233777121216	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/324518570485004467554242432	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/649037140970008935108484864	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1298074281940017702169697728	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/2596148563880035404339395456	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/5192297127760070808678790912	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/10384594255320141617357581824	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/20769188510640283234715163648	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/41538377021280566469430327296	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/83076754042561132938860654592	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/166153508085122265877721301184	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/332307016170244531755442602368	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/664614032340489063510885204736	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1329228064680978127021770409472	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/2658456129361956254043540818944	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/5316912258723912508087081637888	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/10633824517447825016174162755776	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/21267649034895650032348325511552	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/42535298069791300064696651023104	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/85070596139582600129393302046208	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/170141192279165200258786604092416	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/340282384558330400517573208184832	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/680564769116660801035146416369664	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1361129538233321602070292832739328	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/2722259076466643204140585665478656	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/5444518152933286408281171330957312	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2
Do. 1/1088903					